H. PRICE & CO.

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WHISKY. H. PRICE & Co. \$12 PER DOZ.

PRICE, \$21 PER MONTH

ESTABLISHED 1857

HONG TONG, TUESDAY, APRIL 16th. 1901.

840

就伍十肆百肆于参萬登第 A SPECIALITY. JULES MUMM. SEC AND EXTRA SEC. A.S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY. La1632 VUTLER, DALMER AND CO. WINE SHIPPERS SINCE 1815, Who have consigned their Brancis to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, Frays Central WALKER & SONS' BUOKAT KILMARNOCK WHISKY. This World-renowned Fine OLD MIGHLAND WHISKY Shipped by CUTIOR, PALMER & CO., is obtainable in Hongkong only of SIEMBBEN & CO. Hongkong, 1st January, 1901. CUTLER, PALMER & .CO. 18 Patce \$10.75 PRR DOZEN NET of Selected Distillations of the Finest Scotch Whiskies SIEMSSEN & CO. Hongkong. 148 TONGKONG HIGHLEVEL TRAM. II. WAYS COMPANY LIMITED. TIME TABLE.

WEEK DAYS. 7,30 a.m. to 8.00 a.m .. Every 10 minutes. 8.0) a.m. to 8.30 a.m. .. Every 15 minutes. 830 a.m. to 9.30 a.m. Every 10 minutes. 9.30 a.m. to 11.00 a.m. Every 15 minutes. 11.30 a.m. to 12.45 p.m. Every 15 minutes. 12.45 p.m. to 1.15 p.m. Every lu minates. 1 15 p.m. to 1 45 p.m. .. Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2 15 pm, to 8.00 p.m, ... Every 15 minutes. 3.30 p.m. to 5.30 p.m. ... Every 15 minutes. 5.30 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS.

8.45 p.m. & 9 p.m., s.45 to 11,15 p.m., very 1 hour. 8.00 a.m. to 8.30 a.m. Every 15 ininutes. 8 30 a.m. to 9.30 a.m. Every 50 minutes. 9 3 1 a.m. to 10. 0 a.m. L.Every 5 minutes. 10.30 a.m. to 11.00 a.m. Every 10 minutes. 12.00 Noon to 1.00 p.m. Every 10 minutes. 1.00 p.m. to 5.00 p.m. Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS.

Extra cars at 11.30 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Com-pany's Office, 38 & 40, Queen's Road Central. JOHN D, HUMPHREYS & SON, General Managers. uongkong, st. April, 1901.

VICTORIA

CYCLE

EMPORIUM. HE pleasure of cycling consists in having a first class Machine, and the above Esinblishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description.

Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

McKIRDY & CO., 43 & 43A, QUEEN'S ROAD EAST. Hongkong, 4th April, 1901.

WILLIAM MACLEOD, D.D.S.,

DENTIST,

BEACONSFIELD ARCADE. (Opposite Hongkong & Shanghai Bank.) Hongkong, 10th November, 1900.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT. \$5.00 per Cask of 375 lbs. net ex Factory. \$3.00 per Bag of 250 lbs. "MES & CO., General Managers.

Hongkeng, 2nd July, 1909.

GEORGE YOUNGER. ALLOA.

INDIA PALE ALE.

PER 4 DOZ. QUARTS... PER 8 DOZ. PINTS ALSO IN HOGSHEADS, KILDERKINS, FIRKINS, AND 41 GALLONS.

SOLE AGENTS-

CALDBECK. MACGREGOR & CO.. WINE AND SPIRIT MERCHANTS. 15, Queen's Road, Hongkong, 15th April, 1901.

COTTAM & CO.

JUST RECEIVED

LADIES' AND GENTLEMEN'S.

STOP THE SPREAD OF

AND CHOLERA.

CONTAGIOUS DISEASES.

ESSETS' FLUID, THE WORLD RENOWNED NON-POISONOUS DISINFECTANT. CAN BE USED WITH GREAT ECONOMY. One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per-Gallon.

SOLE CONSIGNEES-

FACTORY:--MASON'S LANZ.

66. QUEEN'S ROAD CENTRAL.

APOTHECARIES' HALL,

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMANS KODAK'S, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

TORIA DISPENSARY HONGKONG.

AERATED WATERS. SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA. TONIC WATER.

RASPBERRYADE.

LEMON SQUASH. SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LANE, CRAWFORD & CO.

GROCERIES AND PROVISIONS of all kinds imported direct from Crosse and Blackwell, Lazenby, Barnes, &c., MONTHLY.

Freshness guaranteed. WINES and SPIRITS of Best Quality only. SPECIAL AGENTS FOR Ayalas CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend WHISKY, Napier Johnstone's Square Bottle WHISKY. MANAGERS FOR Hongkong and China STEAM BAKERY.

English, French, Twisted, COTTAGE and WHEATEN BREAD. CAKES Freshly made daily. BIcCUITS of all kinds. WEDDING CAKES a speciality.

N.B.-All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC.

C.P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This tine Wine is old, soft, and of grand flavour

DOURO PORT.

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

\$16.75 PER DOZ.

natural and most pleasant wine to the taste.

TORRE SHERRY,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

See analysis and certificate by Professor Cassall

ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

THE ELITE OF WHISKY:-

THE "PALL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottles bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BENEDICTINE LIQUEUR—

\$10.75 PER DOZ.

BLEND WHISKY,

D.O.M.

Very soft, palatable, and mature.

\$39.75 PER DOZ. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS-SIEMSSEN & CO., HONGKONG.

BURGUNDIES

式拜禮

FORTIER-PICARD & CO., BEAUNE.

2 Dozen Pints. l Dozen Quarts. CHAMBERTIN (GRAND VIN)
RED SPÄRKLING BURGUNDY (EXTRA DRY) ... CHABLIS (WHITE)

G. GIRAULT.

Se 15 3 3 TYPEWRITERS REMINGTON

WITH ALL REQUISITES.

SIEMSSEN & CO..

History of Chinese Literature, by Giles \$3:50

NEW STOCK.

AYERS' CHAMPIONSHIP TENNIS

FORRESTER'S FAULTLES'S TENNIS

BURY-COURT NOTE PAPER and

23 & 25, Queen's Road, Hongkong. [a37

OLIVERS-FREEHOLD MINES,

NOTICE.

THE FIFTH ANNUAL GENERAL

Accounts for the year ending 31st December,

The TRANSFER BOOKS of the Company

THE GREAT EASTERN AND CALE-

DONIAN GOLD MINING COMPANY,

LIMITED.

TOTICE is hereby given that an EXTRA-

ORDINARY GENERAL MEETING

of the above-named Company, will be held at

Voeux Road, Hengkong, on THURSDAY, the

18th day of April, at Noon, when the sub-

joined Resolution, which was passed at the

Extraordinary General Meeting of the Com-

"That the Company be wound up voluntarily

" and that MAX BENNECKE, the Business

"Manager of the Company in New South

"Wales, be and he is hereby appointed

LUTGENS, EINSTMANN & CO.,

LAUNCHES FOR SALE.

The above Three Launches were built in

Hongkong, October 1899, under the Superin-

t ndence of Captain F. D. Goddard, Marine

Please apply to—TUNG TAL & CO.,

HOTEL

MACAO.

CHARMING HOTEL for Tourists to

Macao is 40 miles West of Hongkong, and

the Steamer "HEUNGSHAN," Capt. W. E

Spend a few days in the Hely City.

Hongkong, 15th April, 1901.

" BOA

Plans and Specifications of the same can be

Engineers and Shipbuilders, &c.

23, Praya East, Wanchai.

VISTA" HOTEL,

General Agents.

By Order of the Board of Directors.

Hongkong, 8th April, 1901.

Working Pressure, 125 lbs.

JOHN D. HUMPHREYS & SON.

General Managers.

April, both days inclusive.

" winding up."

Hongkong, 16th April, 1901.

MEETING of SHAREHOLDERS of

LIMITED.

PUBLIC COMPANIES

The Sticket Minister's Wooing, by

SOLE AGENTS.

Crockett

BALLS.

KROPP RAZORS.

TENNIS NETS.

FOOTBALLS.

ENVELOPES.

TENNIS RACQUETS.

INDIAN CIGARS.

EGYPTIAN CIGARETTES.

NEW BOOKS AND NEW EDITIONS. EX ENGLISH MAIL. The New Prayer-Book with Hymns \$1.00 to \$5.00 each Queen Victoria Extra Numbers Graphic

and London News So Hord's Manual of Photography A Master of Craft, by Jacobs Mount Omi and Beyond, by Little Magnestism, by Jamieson Wide World Magazine, Vol. 6 ... 4.00 BALLS. First on the Antarctic Continent, by Borchgrevink, Illustrations and Foster's Whist Tactics

Foster's Poker Manual Eben Holden Three Men on the Bummel, by Jerome .. 1.50

Collins Clear Atlas China: Her History Diplomacy and Commerce, by Parker

LECTURE AT CITY HALL.

R. ALEXANDER MICHIE has kindly consented to DELIVER an ADDRESS on "Missions," in the St. Andrew's Hall. City Hall, TO-DAY (TUESDAY), the 16th April, at 5.15 P.M. His Excellency the Governor has kindly con-

sented to take the chair. Ladies and Members of the public are invited. H. E. POLLOCK. Hou. Secretary.

HONGKONG ODD VOLUMES SOCIETY Hongkong, 13th April, 1901.

PERSEVERANCE LODGE OF HONG. will be CLOSED from the 9th to the 16th KONG, No. 1165.

REGULAR MEETING of the above Lodge will be held in the FREEMA-HALL, Zetland Street. TO-DAY (TUESDAY), the 16th inst., at 5 for 5.30 P.M. precisely. Visiting Brothren are cordially invited to attend.

Hongkong, 11th April, 1901. NOTICE.

the Offices of the General Agents, No. 14. Des MR. C. P. CHATER invites the OWNERS and AGENTS of LOTS on the PRAYA fronting the Sea, situate in the Wanchai District, from Arsenal Street to Causeway Bay, to meet him at the Chamber of Commerce Room in the City Hall, TO-pany beld on the 3rd day of April: 1901, will MORROW (WEDNESDAY), the 17th April be submitted for confirmation as a Special instant, at 3 P.M., to consider the proposals Resolution. embodied in his correspondence with the Government recently published for a Reclamation of the foreshore within the limits above mentioned, and to pass a Resolution on the

subject. Hongkong, 11th April, 1901.

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 14th February, 1901.

ROBINSON CO., LIMITED.

Best Value in PIANOS. Monthly Payment System.

TUNING. REPAIRS. Our Speciality.

INSTRUMENTS. STRINGS. MUSIC.

Grand Stock reduced to Clear for Summer. Hongkong, 14th March, 1901. R. J. REMEDIOS. LIOREIGN AND COLONIAL STAMP the trip is made each day (Sundays excepted) by

No. 37. CAINE ROAD, HONGKONG. Will be glad to send STAMPS on approval Macao at 8 A.M. Connection made at Macao to any address on receipt of satisfactory refer. with Company's Steamer to and from Canton.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash

AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [302 906a]

For Terms, apply

Cable Address-" Boavista."

MANAGER.

CLARKE & CO.,

Proprietars.

INTIMATION

GOLD MEDAL PARIS 1878 1889. of Highest Quality and having Greatest Durability are these-fore CHEAPEST.

Chicago, 1893

NUMBERS FOR USEBY BANKER. Barrel Pens, 225, 226, 262 PENS. Slip Pens, 332, 909, 287, 166, 404, 7,000. In Fine, Medium, and Broad

THE NEW TURNED-UP POINT, [26]

HOTELS.

HONGKONG THOTEL

A First Class Hotel in every respect Elegantly Furnished Reading, Music, and

Smoking Rooms. Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor CHARGES MODERATE.

PEAK HOTEL.

the above Company will be held at the Re-gistered Offices of the Company 38 and 40.

Gueen's Road Central, THIS DAY

HOTEL CRAIGIER HOTEL CRAIGIEBURN. (TUESDAY), the 16th April, at Noov, for the TLUNKET'S GAP. The PRAK, near the purpose of receiving the Report of the General Trani Terminus. Managera, together with a Statement of

Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL. ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL. Handsoniely Furnished and Exceedingly

Spacious Roems. Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH. THE CONNAUGHT HOTEL

FIRST CLASS HOTEL of 45 Bed. A rooms, elegantly furnished. The Hetel is situated near all the Banks and

Principal Offices in the Colony. Special Attention paid to the Comfort of Cuisine excellent; under Experienced Ma-"Liquidator for the purpose of such nagement

> A. FONSECA, Manager. Hongkong, 1st December, 1899. KOWLOON HOTEL.

Terms Moderate.

FIGHIS HOTEL is situated in a guiet L locality, away from the din and distur-WO are-Length, 62 feet over all; Breadth, bance of the City, and surrounded by a delight-11 feet 6 inches; Depth, 6 feet 6 inches; ful Garder, it is an ideal place of Residence. Compound Surface Condensing Engine, Sinches The building stands on an eminence, giving a by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; magnificent view of the Harbour and the Vorleing Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth, the Kowloon Wharves, where the principal 12 feet 6 inches; Depth, 6 feet 6 inches; Com. | Mail Steamers disembark Passengers, and from

pound Surface Condensing Engine, 9 inches | which there is a regular ferry service to Hongby 18 inches; Boiler, 6 by 7; Working Pressure | kong. Bowling Alleys and Billiards. The Cuisine is Excellent. J. H. DOWNS, . W. OSBORNE,

Proprietor. Hongkong, Sth September, 1900. HING KEE HOTEL. (ESTABLISHED 1873)

MACAO. THIS First-class and well-famed establish-

ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellert. Prompt Attendance.

Louis very Moderate. L. HING KEE, Proprietor. Telegraphic address "HINGKEE" : (1919) THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

HE above Company is prepared to supply the shipping in Hongkong with PURE. and FILTERED WATER both for deck and

CLARKE, leaving Hongkong at 2 P.M., and Call Flag W.

J. W. KEW, Manager, 20. Des Vœux Road. Hongkong, 18th December, 1900.

施敦

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH

WHISKY

A.—THORNE'S BLEND... \$10.80

B.-GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age ... 10.80

C.—ABERLOUR-GLENLIVET 12.00 D.-H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14,40

E.—WATSON'S SPECIALITY

VERY OLD LIQUEUR

of superb quality and great

age. Pronounced by all

connoisseurs to be the BEST

BRAND in the FAR

A.S. WATSON & CO..

LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. one side of the paper only. No anonymously signed communications that have

already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for

Telegraphic Address Press-A.B.C. Code-P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI.

LONDON OFFICE: 131, FLEET STREET, E.C.

Honorong, 16th April, 1901

the ratepayers of two representatives to evidence." Such actual evidence is practicserve on the Sanitary Board yesterday re- ally impossible to obtain, but the presumpsolved itself into a farce. Some fifteen tion, founded on other evidence before the gentlemen assembled at the City Hall at the | Commission, leaves no doubt in the reader's stated hour, but no nominations were made. mind as to the existence of this most serious After an appeal to Dr. HARTIGAN to stand evil, a combination to keep up prices. again and a brief but interesting discussion | It will be seen that the Commission adby Messrs. G. W. F. Playfair, J. W. Norton | mits its failure to elicit by means of its | States by the same steamer on 25th May next. KYSHE, and R. C. Willcox, who between enquiries any practical remedies of real them brought out the position of affairs value, but its recommendations nevertheless very clearly, the meeting broke up. The deserve full attention. We have already ratepapers by their action no doubt wished written, more than once, on the necessity state that the necessary plans have been prepared to convey their sense of the absolute for increased market accommodation, and we inutility of the Sanitary Board as at present | are glad to see the Commission put this constituted and controlled. It is in these suggestion in the forefront of the procircumstances very unfortunate that a larger | gramme. The recommendation to drive out and more representative body of ratepayers | the vendors of tinned food and such stores did not make a point of presenting them. | aims at the same object, and is prompted selves at the City Hall, for we fear that it by commonsense. The suppression kong. It was most desirable, if a protest to the sense of everyone in the colony. public opinion in Hongkong alone can not contributed to the rise in prices.

modify the position.

THE Report of the Food Supply Commission, signed by Messrs. E. OSBORNE, A. M. MAR-SHALL, F. MAITLAND, FUNG WA CHUN, and Dr. W. HARTIGAN, which was published in the Government Gazette of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is | in a few lines. The New Territory, as it now set out in the letter of the above-mentioned is, is the colony's "white elephant," except gentlemen to Mr. FRANCIS, K.C., and that of from a political and strategical point of view. Mr. Francisin reply, which we reprint to-day It brings in practically nothing in return in another column, and there is no need for fur- for its cost to Hongkong, and to the nonthercomment. The Report being at last made | official mind the slowness of its exploitation public, nearly eleven months after the Com- is inexplicable. Without denying that the mission was appointed, and little less than Land Court and Police work is being done four months after it was forwarded to the very throughly, we do not think that it is Government, it remains to consider what too early to consider such a scheme as the the Commission has been able to discover | Commission put forward. The remarks on this very important question. The table of Mr Ladds on the prospects of cattleof percentages of rise in the wholesale and breeding in the New Territory (p. 47 of the retail-prices of common-articles-in-the-Report)-should-be-read. We shall, however, course of five years fully bears out the return to this subject in a future issue. universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th Per doz, Case. March, 1900, by the Hon. T. H. WHITE-HEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, groundnut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, SCOTCH WHISKY ... \$15.00 viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouchsafes no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. Brewin before the Commission on the 23rd July may be "of rice rises, the price of everything

"China goes up. There is then less poultry "and less pork in the country. is a sort of extra tax on the people if they "have got to pay more for their rice, and "they won't keep the animals if they have "got to buy rice for them." The Report goes on to allude to the effect of the increased All letters for publication should be written on | naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anvone reading the accounts of the examination of Tung Wing and LEE Sing-last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. Ladds, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices, and that several. Europeans have been interested in the beef trade here." He had also "seen something in the Gutzloff Street, for \$7,220. As was thought probable, the election by papers about it, but never had any actual

envelopes public affairs generally in Hong- recommendation is also one which appeals architect. was to be made in this form, that it should The new Praya Reclamation Scheme is be well backed by numbers, so as to avoid a step in the desired direction, and when any such misunderstanding as now seems it is followed, as it must ultimately be, probable. The result, however, is in any by adequate means of rapid communicacase the same, that popular representation | tion with the centre of business, should have on the Sanitary Board is at an end. The a notable effect. All further expansion will Unofficial element is all but extinct; it will in the same way need to be accompanied by cause little wonder if shortly it should be al- tram and ferry service, if it is to be of real together extinct. We shall be deprived of the use to the colony. The fifth and sixth repleasure of reading so much of the academic commendations are less important, but they discussions in which the Sanitary Board will, we should imagine, arouse no opposihas been wont to indulge. For the present, tion. It will be noted, however, that the that appears to be all that is likely to Commission is of the opinion that the prehappen. Time and the growth of a strong sent market rents are not excessive, and have

of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it March.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain . The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission. and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material ealling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. Goliath left yesterday for Shanghai, and the Lizard for Canton.

We are requested to state that Mr Gascoigne's Thursday afternoon "At Homes will be discontinued until further notice.

A musketry camp will be formed at Stone cutter's to-day, when the Royal Welsh Fasiliers will commence their annual course of musketry

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese); and three fresh case of small-pex (two Chinese, one other Asiatic, ith one death

The return of visitors to the City Hall Library and Museum during last week shows that the former instution was visited by 303 non-Chinese and 83 Chinese, the latter by 140 non-Chinese and 1,614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning read. Mr. Brewin-said :- "-When-the-price for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

> The annual chess match by "cable," between America and the British Isles, will be contested this year on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

> As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depôt has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office, of the Public Works Department, one-lot-of-Grown-land, Inland Lot 1,635, situated at Taipingshan, which has an area of 1,800 square feet, the annual went to Yau Shui Chi (for Chun Tin Sun), 12,

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the Milwaukee Sentinel, as Consul General at this port. Mr. Rublee is a passenger by the s.s. China, which is advertised to leave San Francisco to-morrow. and Mr. Aldrich will return to the United

Anent the erection of a building for the rick shaw coolies and their vehicles, referred to in our issue of Saturday, we are now enabled 'to and will be at once submitted to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set apart for ceach-house accommodation is 4.082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens. bath-rooms, privies and wash-houses, and at the will now be said that the fiasco was due piracy requires no support: its necessity has front there will be a spacious verandah. Mr. simply to that fatal apathy which been recognised for years past. The fourth John Lemm of Queen's Road Central is the

> We have had several complaints from correspondents regarding the present irregularity in the water-supply. One of our correspondents states that for the last two or three days, fearing that the water would be out off suddenly, he has stored regularly each morning a supply to last for the day. The water was never turned Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the Gazette about the water supply was on the 6th inst., when it was specified, inter alia, that below Caine Boad (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Aplast recommendation, which is contained in | parently what happened was exactly the reverse.

the ninth, tenth, not eleventh sections of | Foreign engineers are reported to have the Report, deals with the energy energy thatted from Hankow for Kweichan to committee into the mineral resources of the province.

> The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the Tumar, to date 14th

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:-Nicholas Post, Esq. \$200.00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the Mainichi reports that a section of Japanese politicians, is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese trenty regarding Manshuris, and concentrate her entire strength in Corea. Strange to say, the correspondent writes, Russia has given up her designs on Corea, and the politicians believe that Japanese policy will undergo a change shortly. report must be taken with a good deal of

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local officials could not manage the affair, so the American telegraphed to his Minister, who told the Tsung-li Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta Chienlu, Szechuen. A Boman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borned Company have secured the money on their debenture issue of £200,000. The L. & C Express, commenting on this, says :- " Apart from the moiety required for the railway, the works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malay States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors

The trial trip of the steam launch Matulin, Sing firm to the order of Mr. Luis R. Yangco of Manila, took place on Sunday last. The speed attained on the trial was 11 knots, steaming at 90lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guimenez Mijares, and will be used for towing purposes at Manila. She is fitted aft with two cabins, one for the captain and the other for the chief engineer, and the engine-room well protected from the elements. In all she is a smartly constructed craft, and will be taken rental being \$28. The upset price was \$7,200. down to Manila by a crew shortly expected from There was only one bid of \$20, and the lot the Philippines. During the trip Mr. Guimenez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

> In the lawn tennis match on Saturday after. noon between the Ladies' Recreation Club and the Hongkong Gricket Club, the former won by sixteen games, the figures being-L.R.C., 84 games: H.K.C.C., 68 games. Yesterday's results in the various tournaments were as fellows:-Championship-E. F. Mackay beat Clapham (6-2, 6-4, 6-2); A. Class Handicap -A. H. Hollingsworth, 15-2, beat E. J. Grist, owes 1/6 (6-2, 6-3), and Capt. Langhorne, owes 15-1, beat H. Humphreys, scratch (3-6, 6-3, 6-3); B. Class Handicap-J. Hooper, owes 15, beat F. J. Wild, scratch (6-2, 6-2); Doubles Handicap-E. G. Barrett and F. H. Yeats, owe 2/6, beat F. P. Harold and B. Hanson, 3-6 (3-6, 6-3, 6-3), R. G. Gerrard, and J. E. Lee, 15, beat F. H. Gresson and T. Forrest, scratch (6-2, 6-4), C. H. Gale and J. A. Jupp, scratch, beat W. T. Caulfield and A. C. Stevens, scratch (8-6, 3-6, 6-3), H. J. Gedge and Wei On, owe 2/6, beat J. B. Shettle and R. Butcher, scratch ,

The Imperial German Mail steamer Koni Albert left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here tomorrow at daylight.

The P. M. steamer City of Peking, with mails, &c., from San Francisco to the 23rd March via Honolulu, has arrived at Yokohama, and left for this port this morning, via Inland Sea, Kobe, Nagasaki and Shaughai. The M. M. steamer Indus, with the next

French mail, left Singapore this morning, at 5 o'clock, for this port via Saigon. The O. S. S. Calchas left Singapore at noon on 14th inst., and is due in Hongkong on 19th

The steamer Lightning, from Calcutta, left Singapore for this port on the afternoon of the

The N. Y. K. steamer Kasuga Maru (Ausinst., and is expected to arrive here on the 16th to which time there were no names presented of steamers will be chartered by the Japanese to fill the racencies.

DELEGHAMS. PRINTER PILESS SERVICE. FROM OUR COERESPONDENTS.

SHANGHAI, 15th April, 8.20 p.m.

A NEW CAPITAL FOR CHINA. The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

GENERAL NEWS.

London, 14th April, 7.15 p.m.

HAGUE COURT OF ARBITRATION The Powers have notified that the Hague Court of Arbitration has been constituted but China, Luxemburg, Merico and Parie have not as yet signed the convention.

THE MARKETS The cotton markets are quiet and steel market at New York is sen an advance in prices is probable.

SANITARY BOARD ELECTION.

A FIABCO. According to a notice published in the Government Gazette, and pursuants W. Norton Kyshe attended at the Lity Hall vesterday afternoon at 4 o'clock, at prest of "an election by the ratepayers design bers to the Sanitary Board to take the of Dr. Hartigan and Mr. McKie who resigned their seats on the Board. Mr. D. Wood and Mr. Almada e Castro

attended as scrutineers. The ratepayers present were G. C. Anderson F. C. Collins. A. Cunningham. J. S. Hagen. Dr. Hartigan, E. Osborne, G. W. F. Playfair. T. H. Reid, E. Robinson, A. H. Skelton, W M. Watson, Mesers. B. C. Wilcox and G. 1

On the stroke of the hour the President rose

Gentlemen, I trust that some public-spirited gentlemen among you will allow Themselves be nominated. I um very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. know what time and labour it means to some you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow hims If to be renominated?

There was no response for a moment or two and the President again rose, saying: Gentlemen, will you allow me to give you

other half will be available for other public my experience, just to try and see if I can Bron-e some interest in such matters. I cannot do to otherwise than with your purmission but I would like to stir up a little interes in this matter, if it were possible to do so.

A Voice :- Yes, go on! The President: Well, gentlemen, when first went to the Straits, our neighbouring Colony, in 1880, the anathy of the inhabitante with reference to Municipal matters was such that I know for a fact and it came under my notice at the time, it was the intention the Government to do sway will the Min cipality altogether, and, I believe, as far as my recollection will carry me, that it was no to revenue as Chinese usually are, is badly with the view of opposing the government at all that this anothetic dispesition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to may that it inconvenience of the hour named. which has been built and engined by the Yat was only when the leading members of the There are certainly many ratenagers who community, and the principal inhabitants and business men saw what course apathy was leading them to, that they de- be able to do so at 5.15 p.m. The poll should launch is 80 feet long, and possesses a powerful cided to ask for the repeal of the local then remain open till? p.m. engine for a vessel of her dimensious. The law giving them more powers, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at is Penang and Singapore. I think however that, although comparisons are odious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope

> to be elected you are doing yourself any good, and certainly you are doing no good to the Mr. Playfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai back again. Shanghai was a model community as well as a " Model Settlement." No apathy was there, and here it was not apathy but disgust. In Shanghai they had a Municipality elected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they saw such apathy here. The people were not going to attend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

that after the few words I have said upon the

subject that you will allow yourselves to

can to the sanitary affairs of this Colony.

We must abide by the law, notwithstanding its

defects, and it is no use of us trying to go

against it. By proper representation in the

proper quarter, a probable amendment of it

might take place. I do not think by refusing

be nominated, and devote what time

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only fifteen present and they did not represent by any means the voice of the ratepayers of the Colony. The President: In reply, I think I may

say that in 1859, Dr. Hartigan and Mr. McKie were nominated by members of the Legislative Mr. Wilcox: There was a regatts on that occasion, and I think that although the atten-

dance was small, it was more representative than Here the gathering rose and left the room. except one ratepayer, who stood for several which had been erected at the side of the hall.

opinions expressed by our correspondents.

A MEMORIAL TO THE LATE QUEE!

TO THE EDITOR OF THE "DAILY PRESS."

Honglood, 18th April. Sir,-With reference to my latter and you Medor of the Oth instant To a memorial to o late Queen, I have settined a name of or and find that with a few exceptions there pears to be little or no interestin undertaking anything further just now; This is of course not from any want of loyalty, but from a protipeneral feeling of disappointment at the result of the late public salescriptions.

The Queens statue can sandly be called success, and to our discredit it lay for years in the godowns before it was erected. Bince then the let a cast from railing put round it, which marriedy out of keeping with it, and the statue Redf hatmever been completed. The Jubilee Road still remains a myth, though

the public subscribed something like \$96,000. And the Government undertook to add a like The Women's Hospital Fas been commenced at the Peak, but it can hower be the hospital to which I thought I was sufficient this is a

I know the officion of many other men. With these examples fore to it is not surprising that men not care to go in for anything new the they see some more results for what they have already subscribed to ; still I think something our and ought to be done. and I therefore beg to make the following sug-

gestions: I That His resilency the dovernor be asked to dedicate the New Clock Tower at Blake Pler as a memorial to our late Queen.

It would not only be a fitting memorial, but, it having been decided to build this Clock Tower out of public funds, no subscription would be

That the public, having subscribed for the Jubilee Statue of our late Queen, should complete that work by the erection the bronses at the four corners of the canopy. This would complete the original design and restly improve the appearance of the whole. It would only cost a few hundred pounds to do, and surely there should he no trouble in raising such a sum. We should thus not only have a suitable

memorial to our late Queen, but also complete a work which has been standing unfinished for too long. -I am, Sir, yours, &c., B. K. LEIGH.

THE RATEPAYER'S ELECTION

THE EDITOR OF THE "PALLY PRESS."

13th April. Sin -- Referring to the rate payer's meeting of today, I think the smallness of the attendance can be largely secounted for by the fact of the

their could not attend at that time, but who might

SPECTATOR.

A PUBLIC DANGER.

TO THE EDITOR OF THE "DAILY PRISS."

Hongkong, 15th April. SIR, -Are the Capt Superintendent of Police. the Director of Public Works, and the members of the Sanitary Board aware that a public thoroughfare between No. 1, Queen's Road East and the military married quarters on the hill is being cut up and blocked up by a crowd of

Chinese coolies? This is the only suitable road in the vicinity which can be trained to connect Queen's Road East with the Kennedy and Macdonald Roads, and I have been informed that it is the intention of the Government to train this road How is it, then, that these people have been permitted to cut up this road and entirely block it up for private use? This road connects the inhabited street at the back of Wing Fung Lane West, and in case of fire the firemen would have to go right round to Wing Fung

Again, the site which has been selected will be occupied as a timber yard and coolies quarters. This will not only be most dangerous to the neighbouring houses in case of the but the timber will prove the best hiding place for thieves and other bad characters. It was not long ago that some thieves robbed the adjoin ing military married quarters and be spoil in this very locality.

The Chinese coolies will also accommodate themselves and utilise the place as a private latrine, jand it must not be forgotten that this site is immediately overlooked by the married quarters and other respectable Chinese family houses close by

The Sanitary Board has been bothered enough by complaints from Kowloon, and enrely it does not wish to be bothered again by domplaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action, -I am, yours, etc.,

PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Cores this month, the forces stationed at various places in Chihli will be replaced by moments gazing pensively at the polling booths | three regiments from the First Army Division at Tokyo, while the garrisons in Cores will be According to law the president and his at- relieved by one battalion despatched from the tendants remained in the hall till 6 o'clock, up | Fourth Army Division at Sendal. A number Army Department for the above purpose.

MR. FRANCIS AND THE FOOD COMMISSION.

We gave in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere :---

Hongkong, 20th December, 1900. Sir,-I have, within the last hour, received from Mesers. Osborne, Marshall, Maitland. Fung Wah Chun and Hartigan, members the Food Supply Commission of which I have the honour to be chairman a copy of a report signed by them and sent in to you with a covering letter dated the 18th, instant, of which they also rent me a copy. I received from them at the same time a joint letter addressed to my self, of which it appears they have also sent you

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief the conciusions at which we unanimously arrived I should have had very much pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paregraph, which runs as follows of the Commission being unable to shord time for the prosecution of the inquiry and the preparation of the report."

completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my collegates. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, twothirds of which had been completed and "approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would. as I was so full of work, tinish it for me, he being fully acquainted with are views, and concurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared

which has been sent you. I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the

I have the honour to be, Sir. Your most Jedient Servant,

JNO. J. FRANCIS. The Honourable The Colonial Secretary,

HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette :-FINANCIAL STATEMENT FOR 1800. LOAN ACCOUNT.

To inscribed stock loan at 31 per cent. interest, to be paid off on the 15th. ABBRTS AND LIABILITIES. Un the Sist December, 1900.

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ADDRESS OF THE PROPERTY OF THE PARTY OF THE	958,000.00
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rrears of taxes	80 332.14
Progre of Crown Pers.	98,400.00
rrears of land revenue, new territory	1,690.00
troars—miscellaneous	51,678.89
Livances	103.00
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rosit, Monoy Order Omco	881.91
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uspense account	000.10
Total assets	\$2,126,488.49
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lilitary contribution	and with the
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ivil pensions	14,200.00
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Civil pensions Police pensions Private drainage works Public works Miscellancous	9,500.80
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Miscellansous Balance overdrawn	328,393.35
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	No.
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Treasury,	
Translation of the March 1901	Description of

POLICE COURT.

Monday, 15th April.

& BEFORE ME HAZELAND.

A CHARGE THAT PALLED.

The Chinese engineer of the steam launc Dally was charged with stealing a len dollar bill on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. Pha defoudant denied the charge, and was defend by Mr. J. Hays.

plainant missed his pocket, which contained the ten dollar bill. When the hunch reached Blake Pier, P. C. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

BEFORE MR. KEMP.

THE CHARGE AGAINST AN AMERICAN. Thomas A. Camphell was brought up on remand from Friday, 12th inst, charged with the theft of \$175 worth of property from Peter Larsen, B ship's officer.

Inspector Gauld—The complainant in this case has left the colony, your worship. His Worship-Then you don't intend to call

Inspector Gauld-No. sir.

any evidence?

His Worship (to defendant)-You are dis-

- LIQUID FUEL.

ITS UTILITY AS A PROPELLING POWER. In continuation of our abridged report the interesting paper read by Mr. John Lambert, the Superintending Engineer of the Cosmopolitan Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following:-

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could maintained and in hot and close weather steady head of steam could also be maintained. as the oil did not require a draught, as is the case with coal. With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden "(12) We desire to state, in conclusion that would require a stock of at least 250 tons of coal the delay in the publication of the Food Com, on board, but as many merchant steamers do mission report has been due to the Chairman not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore,

or say 23 days' steaming. A steamer therefore up steam, as the heat can be applied gently at There was no delay in the prosecution of the had to take a minimum of 500 tons of coal. inquiry. The members were unable to sit for was stated that with liquid fuel the same steamer hours each day, and the taking of evidence was proceeded with with all due diligence, and was the would therefore be able to carry at least 200 tons more cargo than under existing circum-

saving of course would be more material. It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, if any and that was really what they had to consider as engineers from a scientific standpoint, more than the prio; of fuel. If properly used there should be a saving in quantity of consumption. irrespective of price, and he (Mr. Lambert knew personally that extremely large quantities could be wasted by inefficient burners and unskilful manipulation of the regulating devices. That should be borne in mind before accepting ostensibly accurate figures. "Looking at the matter from a purely scientific point view." Mr. Lambert continued. " certain trials which have been made seem to point to a material saving in the consumption, and that if any thing like that can be saved it must be a greater saving when applied to ships in the same advantageous manner, from the fact that the amount of fuel saved means additional freight. With liquid fuel there would be no fire tools to repair, or firebars or floor-plates to renew. and the absence of smoke or dust enables the ship to

be kept cleaner. in mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the furnace have become heated. To insure a perfect combustion it necessary to have the brickwork incandescent. When the fires are burning as they should and perfect combustion is taking place there should be an absence of smoke and the brick work should assume a white heat. If there is smoke there cannot be a complete combustion, which can

readily be seen from an ordinary petroleum

Mr. Lambert then went on to consider the mode of carrying or stowing the fuel on board ships, and the dangers in confection therewith. He said :- "It is only but a few years since the carrying of petroleum in bulk was resorted to. and at that time it was considered most imable, and highly dangerous, and high other considerations offered ers to sail in these ships, and I reer myself at the time very exaggerated about the first ships carrying bulk rough the Canal, how anxiously all and had to watch the temperature in inks whilst in the Red Sea, and the dread of the oil reaching such a rature that they might be blown up moment. Now there is almost a constream of oil steamers coming through ed Sea and the day of high wages and inducements to men to sail in them has ed. With ordinary care oil steamers are as other ships and ullaccidents are generalsed by carelessness. With the carrying uld fuel there is much less danger. There ifference of course in the kinds of oil used. es tar and other refuse from gasworks. ure three kinds of liquid fuel. Firstly. d petroleum, which is scarcely used at all hat was the kind with which there was, perthe most danger, but the price of refined leum does not allow of its use. Then we the crude petroleum, just as it comes f the earth, which would be dangerous. see it contains all the napthas, benzines and very light and highly inflammable: but custom in hot countries where the oil is lly found is to expose the crude oil in open and let the san evaporate the lighter believe, were found to contain so little petro-

and not at all dangerous.

caused by faulty construction and neglect.

following three classes :--

or partly gasified. (3). Furnaces into which the oil is sprayed.

The first was the oldest form of burning oil, and was illustrated by the diagrams which had been prepared. The latest example of oil

steamship Mossel. Mr. Lambert went on to say "I am enabled to I have been using liquid fuel as it comes here what they had heard he must say that Mr. give a description of it as she is now running, from Borneo, in the Well's lamps at the dock, Kinghorn had struck the right note when he but I am sorry not to be able to illustrate it on which gives good results, and is a saving as spoke of economy in barning the liquid fuel. the board. In the Mossel the fuel is stored in compared with refined petroleum as formerly In these days when the first thing to be the ballast tanks, and in the cross bunkers for used. When the fuel oil comes too thick thought of was economy in running a steamer, ward of the stokehold. There is no service for use in these lamps and which it does it was necessary to consider what fuel or class tank, properly speaking, the oil being drawn sometimes, I have mixed it with a quantity of of boiler it was best to use. He suggested the from the ballast tanks or cross bunker by means | refined oil. I believe the same kind of lamps | discussion be postponed for a fortnight. of a small Worthington pump driven (in the are in use at the Naval Yard extension here, first instance) by steam from the donkey boiler. and that the fuel oil is also used there with Mr. Lambert and to the Chairman brought the The donkey boiler is fired with coal. After success.

leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use at a time, the other being in reserve for use i the event of the first becoming blocked. These filters are small upright cylinders about 3 feet 6 inches by 6 inches, and take up hardly any

"The oil can be turned into each filter by block in one filter does not entail the smallest into the forge, and were heated up very quickly. delay or stoppage. After leaving the filter the Sixteen 2 inch rivets were next put in and oil passes through a heater, warmed by the live timed, and in five minutes the whole sixteen steam going through to the pump, where it is were hot enough for use. They were reraised to about 185 degrees F. in temperature. markably free from scale, and seemed and thence to the burners.

to such other and to the central line of the furnace. There is a cock on the pipes supplying the oil to the furnaces, and besides, each, burner has its independent cock. Thus the burners of lany furnace can be worked as a group of three. unil opened or extinguished simultaneously, or they can be worked as single burners, and one. two, or three be lighted or extinguished as required. This is of great advantage in getting

of which can itself be regulated within in reference to liquid fuel for boilers, but in certain limits, admit of a far more delicate burning it for other purposes, and he was sure adjustment of the heat than one large burner, as is used in other systems. The arrangement also is of great advantage when little steam i stances an steamers of larger consumption the wanted as when the steamer may have to proceed slowly, in a river, or in thick weather, one or twoburners in each furnace can be turned off, as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil comingthrough the burners can be increased or reduced

first, and increased as the furnace gets warmed

at will by pumping faster of slower. On the Mossel they usually pump at from 25 to 30lbs pressure. Each burner passes through t hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon -as they are turned on. The spray of heated oil catches at once.

Behind the furnace door there is a damper which opens by means of a screw handle on each side of the furnace door. The damper opens to the extent of about 6 inches, and is so constructed that it fits tight when closed. A slide A closes the hole through which the oil spray passes, so that when the burners are put our and the boilers allowed to cool, the ingress cold air is completely prevented, and furnaces cool slowly, thus minimising the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintending engineer of that steam ship company. By means of the damper " amount of air entering the furnace can regulated. Every means is taken to prevent the admission of cold air either while the

fits air-tight, being further secured by means of a layer of fire-clay placed round the edge of the door space before closing to light up. The bricking arrangement differs in this system to the arrangement of same in other systems. There are two bridges, the first practically a wall closing the whole diameter of. the furnace, with a circular hole exactly in the middle some 15 in behind this hole is another bridge or pillar, the exact construction of which I am unable to give, as it could only

burners are working or after they are extin-

guished. The furnace door is flauged, and

the hole in the first bridge. The absence of a service tank containing more or less heated oil, fitted with gauge glasses, etc. distinctly minimises the risk of

be seen from the front of the furnace through

fire in the stokehold. One drawback of the system appears to be the consumption, which is decidedly high. The Mossel is 1,500 horse power, but is usually run at 1,200 horse power.

To develop this power she burns according to the engineer 18 tons per day, but this does not quite agree with his further statement that the consumption is .78 of a kilogramme per

I his I make equivalent to 21.1 tons per day. The engineer also stated that her consumption of the best Australian coat was .85 of a kilogramme per i. h. p. per hour. Which is to 23 struck him in the discussion as being worthy tons, a saving of 2 tons according to my figures. but a saving of 5 tons from the engineer's first

She carries four engineers, and 14 engineroom hands, which includes men for working the dock winches.

Mr. Lambert concluded his paper by the following statements in connection with plate furnaces, and liquid fuel in use in the

In course of research I have come across some interesting statements in connection with plate furnaces which perhaps may be of incarbons so that the resultants can be used with | terest. At Woelwich under ordinary circumsafety. Some wells or springs in Borneo, I stances, the armour plate bending furnace was lighted some four or five hours before the plate leum that it did not pay to refine it, and that has was put in, the time occupied in heating the been used as liquid fuel and is of such a high plate for bending depended upon its thickness, flash point as not to be at all dangerous. Crude one hour per inch being allowed. Taking a petroleum varies considerably. They might six-inch plate they got from ten to eleven hours get it as low as 30 or 40 degrees, or it might go from the time of starting till the plate was up to 400 or 500 degrees. As regards the ready for bending. Let us now see what third kind (Astatki) exclusively used on the liquid fuel will do. The cold furnace Caspian Sea, it is of a heavy treacly description was lighted, and after one hour it was found to be sufficiently heated, and a six-inch armour Regarding the tanks themselves Mr. Lambert plate seven feet six inches by three feet, subject in the future. He had been looking thought there should be no difficulty in well con- was put in the furnace, and after one hour or into the question of liquid fuel for the purpose structed ships having tight tanks, and not even a one hour and a half it was ready for bending. of finding out the reason of the non-adoption GAUBENHEIMER leaky rivet; as ships constructed to carry oil in thus in two hours and a half they had the work of liquid fuel by British shipowners in face bulk have their tanks tested to more pressure of ten or eleven hours completely and satisfac. of the very great use made of it by Russians A thing party, it appears, was on board, than boilers were subjected to 50 years ago. torily performed. Nor did the advantages of in the Caspian Sea. So far as he had been Niersteiner ... and on coming out of the water the com- Fires had taken place, but in all cases they were this system stop there. The plate was remark- able to find out it seemed to him the question ably free from scale, which could only be ac- of supply had not been served. The question | Hochhermer been adopted for burning liquid fuel, Mr. influence of the products of combustion in the vessels. Another reason was whether they Lambert said they could be divided into the ordinary furnace. This important feature could keep up the price. As far as he (1). Furnaces into which the oil is run or which amount it would lose in deterioration fuel was twice the cost of coal. Messrs Armdropped and burnt without gasifying or spray. under the ordinary mode of treatment. This strong and Whitworth had made experiments 2) Furnaces in which the oil is first wholly other advantage: it could be applied to the speaker then gave some statistics to show the the heat was directed to that part. Further the rate at which the metal was heated could be regulated to a nicety by increasing or diminishburning coming under the head of this class ing the number of jets in use. I am not aware was the arrangement on board the Russian whether steam or compressed air was used, but I would suppose that if liquid fuel was used in "Through the courtesy of the owners of The a blacksmith's furnace for welding, that steam could not be used.

Within the last few days. I have had a liquid fuel rivet forge cent to me for trial and report thereon, and I found it to work very well. A ·little trouble was experienced at first lighting up, but after the flame was going a little time and the brickwerk was heated up, it was all that could be desired. Petroleum oil was the fuel used, and compressed air the spraying means of branch pipes and valves, so that a medium. A number of ? inch rivets were put From the heater it passes through the pump. reach one temperature and remain at that. There seemed to be no possibility of getting

> clear and bright, quite a white heat. In conclusion I must express my indebted. ness for a good deal of matter contained in this paper to Messrs. Samuel Samuels, Holden, Wallis, Orde, Rusden and Eccles and others, and I trust that my efforts have been the means of explaining the methods used in burning liquid fools and the apparatus pertaining

thereto. The Chairman said they had all listened with very great interest to Mr. Lambert's paper. up. It is obvious that three small burners, each | There were several good remarks in it, not only Mr. Lambert had struck a very good note in bringing it before them that evening. He had not the least doubt but that many of the thinking engineers would take the paper to heart and endeavour to make good use of it. If there were any members a resent who would like to say anything on the subject they would be giad to hear it.

> After a pause, Mr. Lambert said he believed there were one or two engineers in the room who, though they were not then using liquid fuel. have been doing so, and their opimons would be valuable.

The Chairman remarked that the discussion was not confined to members of the Institution. If there were any visitors present, who had anything to say on the subject they were at liberty to express their views.

. Mr. Soppet said he had been running with liquid fuel for the past 18 months, and found that it was very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood continued the discussion, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kinghorn said it was a subject about which a great deal could be said, but far as the discussion had gone that evening nothing had been said about the economy of it. He had been looking at the technical papers which had lately arrived from home. and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one By means of educational work they hoped to of economy. It seemed to be settled among the profession that it was not safe to use the oil with anything else but steam in some form or the war in South Africa had resulted in this other; that was to say, the oil must be vaporised | country not being able to exercise a more powerbefore it was used or allowed to escape. They ful influence in connexion with recent Chinese had tried compressing it in various forms, and affairs. It must not be forgotton that we had tried to mix it with water, but with very little opened China to trade and did more trade with success, and up to the present the great difficulty | China than all the other nations put together. had been the quantity of water required to use | Germany, the United States, and Japan were it on board steamships. He thought he was seeking to oust us from the position of commercorrect in stating that two steamers which were | cial supremacy which we had enjoyed, and it out here on the coast had given it up for that was with a view to creating interest in this sole reason, that it cost them more to question on the part of employer and employed keep up the fresh water supply than the alike that the league sought the co-operation of dinerence between the cost of oil and the the chambers of commerce throughout the cost of coal. (Hear, hear.) Then there was another point which concerned the members of the Institute in this part of the world. It would not do to leave a matter of this kind in the hands of the native firemen, or at least it would not do to trust them entirely, and it would hardly be fair to ask the engineer to keep his watch in the stokehole. There were one or two points which of notice, and he would like to ask some of his American friends who were present to tell them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear.)

Mr. Smith, the chief engineer of the U.S.S. Concord, said he had taken's great deal of interest in the matter. He was sorry to say he had not studied up the subject much. He however gave his idea of what the experiments amounted to, and said that the liquid fuel was frequently used in merchantmem and men-of-war. The results of the Navy Department's labour had not been made known, therefore he was unable to throw any additional light upon them. They had not got so far as to authorise the oil in use on torpedo beats, but if the funaces on those boats became dirty they simply put a little oil on the top of the fire, which burned sufficiently to take the boat out of danger.

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would be the means of eliciting more attention to the was said to save 10s, per ton on the metal, could asceptain the cost per ton of liquid Hochheimer Holle ... method of supplying heat also offered any with liquid fuel with beneficial results. The whole or any portion of the plate. Thus if a benefits to be desired from the use of oil, and plate required to be bent at one end only, then referred to Kitson's light, which he said would affect the lighting by and by. (Hear, Hear.) Mr. Kirkwood went back to 1871 to show

what was done with the second launch which was upon the waters of the Harbour in the matter of coal tar. As soon as they found use for it up went the price.

The Chairman in conclusion said that after

This was agreed to and a vote of thanks to proceedings to a close.

THE CHINA LEAGUE.

The secretaries of the principal chambers of commerce of the United Kingdom were entertained at luncheon on the 13th ult. by the China League at the Hotel Metropole. Mr. Yerburgh, M. P. (president) occupied the chair. The Chairman in proposing "Our Guests,"

observed that the chambers of commerce re-

presented the interests of our great trading

industries in whose vigorous life the welfare of

the country and of the Empire depended. There had been an idea prevalent among the commercial community that the league consisted of a body of jingoists who wished to add to the responsibilities of the British Empire, which The Mossel has two single ended boilers, three the rivet too hot and pieces of molten were already almost too heavy. That had furnaces to each, and three burners to each metal dropping off, as is often the case with prevented people here and there from joining furnace. The burners are arranged in a triangle rivets which are heated in a coal fire, when the them, and so he was anxious to dissipate any in the centre of each furnace door, and about | rivets have been allowed to remain too long and | such impression. Their motto was "China for 6in. apart. The burners are Korting's patent, get neglected. A much larger number of rivets | the Chinese; and the trude of China for all the are about 6in. long, and the orifice of the nozzle | can be heated in this forge than with the | world." Let the nations of the earth strive for is so small that the and of a good sized pin would ordinary rivet forge. The brickwork was quite the trule of China by friendly competition, and hardly enter. The burners are all set parallel incandescent, no smoke, and the flame was very he was sure they were all willing that best man should win. Given fair play, he believed that the Britisher would win. They hoped to gather into the ranks of the league those with special knowledge of Far Eastern affairs, and to be able, with the help of such experts, to furnish chambers of commerce. with information which would be of value to them as affecting the various interests which they represented. They also had the advantage of having associated with league members of Parliament like Mr. Walton, who had approached the question with an intelligent appreciation of the issues involved, and had put before the country the result of his experience. It was obvious that with such gentlemen in their ranks the league stood in a strong position to give the advice which chambers of commerce at one time or another might need, and they would also have the benefit of being represented in the House of Commons by men who had made a special study of the subject. He hoped that the great chambers of commerce would see their way to give the league their support, without which, he confessed, they could not do the work to which they had set their hand.

Mr. Helm (secretary of the Manchester Chamber), in responding, said he believed that the chambers of commerce were more than ready to respond to the chairman's appeal. He was of opinion that the movement would spread. and one ground on which he based his expectation of the success of the league was that it had nothing to do with party politics or anything to divert attention from its main object.

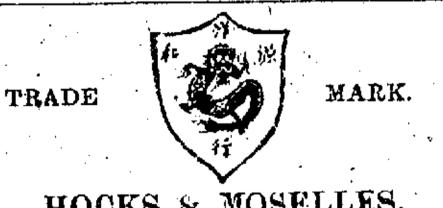
Mr. Kenric Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China

Mr. Walton, M.P., in respending, wished to make it clear that this league was founded without the slightest feeling of antagonism towards the older institution known as the China Association. It was felt that, in addition to the excellent work which had been done by that association, there was, at the present time, when other nations seemed to be making more vigorous efforts than over to secure the trade of the Far East, and especially in view of the crisis in China, need for a more active propaganda to be adopted. excite greater interest in upholding commercial position in China. It was unfortunate that

siege of the Legations at Peking, afterwards | April, 1901, and the Sanitary Board being connarrated his experiences, and bore testimony to the confidence which Sir Claude MacDonald inspired in Britishers and foreigners alike during that trying period.

Per steamer Stentor, sailed on the 2nd Apr. For London: -592 half chests tea from Amoy. 1,159 bales hemp, 100 bales feathers, 50 bales W. silk, 49 bales cames, 632 rolls matting, 200 casks preserves, 100 cases P. L. fans, 100 cases gallnuts, 70 cases Chinaware, 59 cases cigars, 28 cases blackwoodware, 20 cases hambooware, 10 cases essential oil, 5 cases curios, 36 pkgs. P. effects, 40 pkgs. sundries. For London opt. Manchester :- 120 bales waste silk. For London opt. Glasgow:--100 casks ginger. For London opt, Hamburg :- 55 bales caues. For Glasgow :- 7 cases curios, 3 pkgs. blackwoodware, 2 pkgs. samples. For Hamburg:-4



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Bottles, & Bottles GEISENHEIMER KOSACKENBERG 25.00 SPARKLING HOCK 1893 ... 9.00 10.00 LAUBENHEIMER NIERSTEINER ... do ... 10.00 11.00 -6.00 - 7.90CALIFORNIA RIESLING Носк... ...

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0				W-1867	T 40	00

H. PRICE & CO. 12, QUEEN'S ROAD.

Hongkong, 10th April, 1901.

INTIMATIONS.

EYE-SIGHT.

MR. N. LAZARUS, Occulist Optician, of London and Calentta, may be consulted for SPECTACLES at

(R. HOUGHTON & Co.) (Nearly opposite the Hongkong Hotel). Business Hours: 9 a.m. to 5 p.m.

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Great proportion of cataracte and diseases affecting those advancing in life occur to hose having some deficiency in the construction of the eyes-the many years of 'Bye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requir-

ling Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTA CLES only after testing the sight.

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> THE STANDARD INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate. PRICE, complete, with accessories for Billiard.

SPECIAL ADVANTAGE-We take all RISKS against Breakage.

-Rs. 1,450, packed.

Send for our latest PRICE LIST To Hongkong Daily Press Office.

NOT RESPONSIBLE FOR DEBTS.

ITH This Day Mr. E. JOCKERS CEASED to be a CLERK at our Office. and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him. NORDDEUTSCHER LLOYD.

Superintendent's Office, Queen's Building. Hongkong, 16th March, 1901.

A ON & CO., HOTOGRAPHERS AND PORTRAIT PAINTERS All kinds of Oil Paintings and Photographic

Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co. Hongkong, 20th March, 1901.

BOARD.

WNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the Captain Percy Smith, who went through the | work should be finished ends on the 30th day of vinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after

the above named date. The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti Mong Kok Tsui, Tai Kok Tsui and Sham Shui

By Order of the Board. G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st April, 1901.

WO FAT & CO.

CHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS. No. 11. LEE YUEN STREET, EAST.

CARTRIDGES

Hongkong, 25th July, 1900.

NOBEL'S SPORTING BALLISTIFE Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:-Loaded with With Powder Powder only. and 1 oz of Shot.

Primrose Cases ... 85.65 Pegamoid Cases ... 6.25 Ejector Brass Cases. 6.90 5 per cent. discount on orders of 1,000 and over

Apply to WM. SCHMIDT & CO. Hongkonz.

Hongkong, 27th July, 1897. CIEN TING. SURGEON DENTIST

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free.

Hongkong, 23rd September, 1891.

CARMIUHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS, QUEEN'S BUILDINGS.

ESIGNS and Specifications prepared for any class of Steamships. Launches and ight-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong.

Telephone, 232. H. F. CARMICHAEL, B. J. BARLOW.

Hongkong 1st June, 1899.

ADVERTISEMENTS NOTICE.

Two DAYS' GARRISON ATHLETIC MEETING will be keld at the HAPPY VALLEY, OR FRIDAY and SATURDAY, the 10th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancers and Remount Depot have rendered it necessary to strike them out of the Mounted portion of the Programme. Hongkong, 16th April, 1902.

NOTICE.

GASCOIGNE'S THUPSDAY AFTERNOON "AT HOMES" will be discontinued until further notice? Hongkong, 16th April, 1901. JUST OPENED.

FINE CONSIGNMENT of FRENCH PRESERVES of a well known make. Quality will speak for itself, H. RUTTONJEE,

5. D'Aguilar Street. 21 & 22, Elgin Road, Kowloon Hongkong, 16th April, 1901. FOREIGN THEATRE.

PERFORMANCE TO-DAY

join in the Performances. This Company has to p y a high price to engage over twenty male and female Artists, and the arts they perform have been well practiced. Great applause has been given from all the places they have been to. Now this Company has cometo Hongkong, en route, to stay a short period. The best arts they perform are to play Bicycles on steel wire, exercises on high pillars and jump several tens of feet high THE Company's Steamship on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great ap- Captain Weigall, will be despatched as above plause. It is a fact that the artists are un- on FRIDAY, the 19th inst, at 4 P.M. paralelled.

Come and see! Locality on Praya, the Reclamation Ground, with Electric Light, and carries a Doctor. opposite Bonham Strand West. Day Performance from 2.30 P.M. to 5 P.M. Night Performance from 8.30 P.M. to 11 P.M.

PRICES:-Third Hongkong, 16th April, 1901. PUBLIC AUCTION.

THE Undersigned has received instructions L to Sell by Public Auction, THURSDAY.

the 18th April, 1901, at 2.30 P.M., at his Sales Rooms; Queen's Road. SUNDRY HOUSEHOLD FURNITURE, &c. Comprising :-

DRAWING, DINING and BED ROOM PURNITURE. OVERMANTELS, PICTURES, BOOKS, WHE Steamship CROCKERY, GLASS and PLATED WARE. Two CAMERAS.

Two PIANOS and One CONCERTINA One NEW BICYCLE. Two COOKING STOVES, . &c. &c. &c.

TERMS OF SALE: -As Customary. V. I. REMEDIOS. Auctioneer. Hongkong, 16th April, 1901.

THE UPPER YANGTSE SYNDICATE. LIMITED

(In Liquidation). THE YANGTSE VALLEY SYNDICATE, LIMITED

(In Liquidation). IN the matter of the Companies Acts 1862

1 to 1890, and in the matter of the UPPER YANGTSE SYNDICATE, LIMITED, and THE YANGTSE VALLEY SYNDICATE, LIMITED. The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the YANGTSE VALLEY COMPANY, LIMITED, which

acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors :-NOTICE IS HEREBY GIVEN that the oreditors of the above named Syndicates are required on or before the 31st day of July,

1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are ly their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of an distribution made before such debts are proved. Dated this seventh day of March, 1901. E. ELTHAM JOHNSON,

Liquidator. THE UPPER YANGTSE SYNDICATE, LD. 110, Canton Street, London, E.C.;

G. G. WALKER, Liquidator.

THE YANGTSE VALLEY SYNDICATE, LD., 19. St. Swithin's Lane. London, E.C.

We concur in the statement preceding the above notice. For the YANGTSE VALLEY CO., LD.,. THOS. GILBERT,

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. HE Steamship

"TRIESTE,"having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited. whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,.

Agents. Hongkong, 15th April, 1901.

ADVERTISEMENTS DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW THE Company's Steamship

"THALES." Captain Robson, will be despatched for the above port TO-DAY, the 16th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 15th April, 1901. DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR HAIPHONG. THE Company's Steamship

HAILOONG. Captain Bathurst, will be despatched for the above ports TO-DAY, the 16th inst., at 4 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers. Hongkong, 16th April, 1901 FOR SHANGHAI AND HANKOW. THE Steamship

"SUEVIA." Captain Wagner, will be despatched for the TAPANESE THEATRES are well-known | above ports TO-DAY, the 16th inst., at 5 P.M. in the world, and all the big Foreign | This Steamer has superior accommodation Circuses have to engage Japanese Artists to for First and Second Class Passengers, and carries a Doctor and a Stewardess. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE.

Hongkong Office. Hongkong, 16th April, 1901. INDO-CHINA STEAM-NAVIGATION— COMPANY, LIMITED.

FOR MANILA.

"LOONGSANG," This Steamer has superior accommodation for First Class Passengers, is fitted throughout

For Freight or Passage, apply to - JARDINE, MATHESON & CO. General Managers. Hougkong, 15th April, 1901 COMPAGNIE DES MESSAGERIES

MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA. THE Company's Steamship

"INDUS." Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT, the 22nd inst. For Freighteor Passage, apply to___

G. DE CHAMPEAUX. Arent.

Hongkong, 15th April, 1901. FOR SHANGHAI.

"ELITA NOSSACK," Captain Bruhn, will be despatched for the above port on TUESDAY, the 23rd inst., at 4 p.m. For Freight, apply to EAST ASIATIC TRADING CO., LD.,

Hongkong, 15th April, 1901. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Daewin and Queens-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

THE Steamship

GUTHRIE." Cuptain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice-&c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkong, 15th April, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th instant. Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 22nd inst. will be subject | as from the 1st July, 1900. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance will be effected SIEMSSEN & CO. Agents. Hongkong, 15th April, 1991.

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP, "OLYMPIA." FROM TACOMA, VICTORIA YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk and expense. DODWELL & CO., LD.

Hongkong, 15th April, 1901.

CITY HALL, HONGKONG. TYUDER the Direction of Mr. Rosent

Representative-Mr. ALLAN HAMILTON. TO.NIGHT (TUESDAY), APRIL 16th

BROUGH COMEDY CO. BROUGH COMEDY CO. BROUGH COMEDY CO.

Mrs. Brough. Miss Ada Rochfort. Miss Temple. Miss Gillies Brown. Miss Grace Noble. Miss Bessie Thompson. Miss De Courcy.

Miss Evelyn Martheze. Mr. BROUGH. Mr. H. Grattan. Mr. W. T. Lovell. Mr. M. Majeroni. Mr. Reg. Dartrey. Mr. G. McMahon. Mr. Leslie Victor. Mr. Hards. Mr. McIntyre. Mr. P. Brough.

TUESDAY AND WEDNESDAY. April 16th and 17th. FIRST PRODUCTION IN HONGKONG OF THE "TYRANNY OF TEARS". "TYRANNY OF TEARS

A Comedy in Four Acts, by C. HADDON CHAMBERS. THURSDAY AND FRIDAY. April 18th and 19th.

"TYRANNY OF TEARS"

FIRST PRODUCTION IN HONGKONG

by HENRY ARTHUR JONES. SATURDAY AND MONDAY, April 20th and 22nd.

An Original Comedy in Four Acts, .

FIRST PRODUCTION IN HONGKONG "THE GAY LORD QUEX" "THE GAY LORD QUEX"

"THE GAY LORD QUEX" An Original play in Four Acts, by ARTHUR W. PINERO.

The Box plans for the First SIX PERFORM. ANCES are now on view at THE ROBINSON PIANO CO.

PRICES AS USUAL. Dress Circles and Stalls ... \$ 3.00 Back Seats... \$ 1.00 Doors open 8.30 _____Curtain 9 P.M. Carriages 11.30. Hongkong, 8th April, 1901.

WILLIAM POWELL, LIMITED.

TINCORPORATED under the Companies' Ordinance of Hongkong, whereby the the 20th April, 1901, at Noon, at his Sales Liability of Shareholders is limited to the amount of the SHARES. CAPITAL \$120,000

DIVIDED INTO 12,000 SHARES OF \$10 EACH. 5,000 Shares have been Subscribed Privately. the remaining 7,000 Shares are offered to the

DIRECTORS ALEXANDER TILLETT. CANADIAN PACIFIC RAILWAY Co. HENRY HUMPHREYS. Messrs. John D. Humphreys & Son.

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

GENERAL MANAGEMENT. The Management of the Business will be conducted as heretofore until the engagement Agents in London.

Solicitors: Messrs. MOUNSEY & BRUTTON. 39 and 41, DES YŒUX ROAD.

AUDITOR: WILLIAM H. GASKELL.

PROSPECTUS. The Company has been formed for the purpose of acquiring and extending the business at present carried on by W. POWELL & Co., Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers, &c. The business was established over sixteen

years ago by WILLIAM POWELL Junior. who has now to retire owing to ill-health. The vendor is confident that the business can be further developed, especially in the furnishing department, with an increasingly profitable

The purchase price is based upon the Balance Shoot of the vendor dated the 26th July, 1900, as certified by WM. H. GASKELL, Accountant, and the Company will take the not profits The vendor will provide all preliminary ex-

penses of the formation and bringing out of the Company, and the issue of its Capital. The vendor, WILLIAM POWELL, Junior, will enter into an agreement with the Company for the sale and purchase of the business. Prospectuses together with Application Forms, can be obtained at the Hongkong AND SHANGHAT BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des.

Voeux Road. Share Lists will CLOSE on the 30th day of April, 1901. Hongkong, 4th April, 1901.

DOMBAY-BURMAH TRADING COR-PORATION. LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCAN-TLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEALING, WALLING, &c. TEAR SHINGLES FOR ECOPING. PINKADOE RAILWAY SLEEPERS for all

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

[278 922]

THE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Dr. A. P. DE

CARVALHO (Deceased). TO DAY (TUESDAY) the 16th Apri, at 11 A.M., at their Sales Rooms, Ice House Street, SUNDRY GOODS AND EFFECTS (belonging to the above Estate). TERMS :- As usual.

Augtioneers. Hongkong, 13th April, 1901. PUBLIC AUCTION.

HUGHES & HOUGH,

FUTHE Undersigned has received instructions to Sell by Public Auction, TO DAY (TUESDAY). the 16th April, 1901, at 2 P.M. sharp, ut his Sales Rooms, Duddell Street, (Arrived from the North). A FINE AND VALUABLE COLLEC-TION OF

CHINESE PORCELAIN

AND CURIOS.

From Various Dynasties. Comprising: PORCELAINS in FIVE COLOR, HAW. THORN PAITTERN, BLUE and WHITE, RED, GREEN, &c., &c. OLD PEKING CLOISONNES and very RARE BRONZES. JADESTONE VASES, BUCKLES and TEAPOTS. SOOCHOW LACQUER. PEKING

A FINE LOT of EMBROIDERIES. TERMS.—Cash on delivery. On View from Monday, 15th April. Catalogues will be issued. GEO. P. LAMMERT, Anctioneer.

SNUFF BOTTLES. BAMBOO CARV-

Hongkong, 12th April, 1901.

INGS. &c., &d._

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED. TO-DAY (TUESDAY). the 15th April, 1901, at 2.30 P.M., at the COMMISSARIAT DEPOT GODOWN.

A QUANTITY OF SURPLUS STORES ONE HORSE. TERMS :—As usual. HUGHES & HOUGH; Government Auctioneers

Hongkong, 15th April, 1901. PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction. -TO MORROW (WEDNESDAY)...

the 17th April, 1901, at 245 P.M., at No. 6, Ormsby Terrace, Kowloon, A QUANTITY OF HOUSEHOLD FURNITURE (Particulars can be seen from Catalogues). TERMS: Cash on delivery.

On View on day of Sale. GEO. P. LAMMERT, Auctioneer: Hongkong, 15th April, 1901. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, SATURDAY.

Rooms, Duddell Street (FOR ACCOUNT OF THE CONCERNED). The American steamer "TANANCO," 428 Tons Gross, 251 Tons Nett, as she now lies on Pratas Shoal (recently stranded). The steamer with all her GEAR, TACKLE APPURTENANCES and BUNKER COAL will be put up in ONE Lot and her cargo in

ANOTHER. TERMS :-- Cash on the fall of hammer, when the Steamer and Cargo will be at Purchasers' GEO, P. LAMMERT,

Auctioneer. Hongkong, 13th April, 1901.

GOVERNMENT NOTIFICATION.

No. 214. of a competent Manager by the Co.'s FRIHE following Particulars and Condi-I tions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 22nd day of APRIL, 1901, at 3 p.m., are published for general information. By Command, T. SERCOMBE SMITH,

> Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 6th April, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 22nd day of APRIL, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Pok-fu-lam Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

1 2 . | 2 |

PARTICULARS OF THE LOT.

Registry N	ocality.		Contents i Square ft	nnttal Re	Upset Pric			
Be		N,	. 8.	F.,	W.	Sw	Y	12
		it.	ft.	It.	ft.		\$	8
In- land	Pok-fu-							-
Lot No. 1,624	lam Conduit Road	215'	312	200.	133'	46,200	318	5,5
			NOT:	CE.	•			

THE YAU SHUN CHOP. dealer in Fine Cloth for over one hundred years in the YEE SHUN FIRM, of CHAM MOOK LAN. Canton, has now REMOVED to the CHUN WING FOOK, incense shop, of CHAM MOOR LAN, whilst the new shop is being prepared, and will subsequently REMOVE to the CHAM MOOR LAN STREET EAST at the end of this month.

Dated 1st April, 1901. YAU BHUN. Cham Mock Lan East, Canton,

13. A. M. C. S. TMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Subscribed Capital Shanghai Tls. 5,000.000 PAID-UP CAPITAL HEAD OFFICE SHANGHAL.

Branches and Agencies. Hankew Canton. Chefoo Penang Chinkiang Chungking Singapore

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfore payable at its Branches and Agencies

HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily 3°/ per annum on Fixed Deposits for 3 months. .. 12 E. W. RUTTER,

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

Manager.

INCORPORATED BY ROYAL CHARTER. 1853 HEAD OFFICE-LONDON. RESERVE LIABILITY OF SHARE-

RESERVE FUND.....£525.000 INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily belances. On Fixed Deposits for 12 months 4 per cent.

T. P. COCHRANE. Manager, Hongkong Hongkong, 15th October, 1900.

HONGKONG SAVINGS BANK.

FINE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER CENT. per anuma. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanguar

BANKING CORPORATION. T. JACKSON. Chief Manager. Hongkong, 4th October, 1900.

TIONGKONG & SHANGHAI BANK.

ING CORPORATION. PAID-UP CAPITAL\$10,000,000 RESERVE FUND-STERLING RESERVE. \$10,000,000 SILVER RESERVE

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS. R. SHEWAN, Esq.—Chairman. Hon. J. J. KESWICK-Deputy Chairman. A. Haupt, Esq. P. Sachse, Esq. D. Meyer Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. | H. E. Tomkins, Esq. Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong-Sie Thomas Jackson.

MANAGER Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

Hongkong-Interest ALLOWED. On Current Account at the rate of 2 per Cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 2½ per cert per Annum. For 6 months, 31 per cent. per Annum.

For 12 months, 4 per cent. per Annum. T. JACKSON. Chief Manager. Hongkong, 9th April, 1901.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL £1,500,000 Subscribed£1,125,000 PAID-UP £ 562,500

RESERVE FUAD 40,000 BANKERS: LONDON JOINT STUCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIXED DEPOSITS:-

For 12 months......4 31 / J. THURBURN. Manager, Hongkong. Hongkong, 1st April, 1901.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED. CAPITAL, FULLY PAID-UP ... \$1,000,000

RESERVE FUNDS Directors: J. S. VAN BUREN, Esq. C. EWENS, Esq. C. S. SHARP, Esq. HO TUNG, Esq.

Messrs. JOHN D. HUMPHREYS & SON Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

General Managers

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residente, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony JOHN D. HUMPHREYS & SON. General Managers.

Roadton, is: Palities v 1901

. HANKS THE BANK OF THEMA & JAPAN

WORKING CAPITAL OVER 2240,000 RESERVE LIABRATE OF BRANCE. HOLDERS LON 2125,000 HEAD OFFICE MALT

36, Nicholas Isas Louden, W.C. Hongkong, Shanghal, Singapore. Yokohama Kote Penang Bembay, Calcutta, Madras, Cokambo Hangoon Java Lyons, and The state of the s

BATESIA The Bank of Empland and the Capital and Counties Bank, Limited. General Manager F. C. Bishop. INTEREST ALLOWS On Current Accounts

Bixed Deposits 3 Shopths 4
Do. 12 notice 8 The Bank buys, sells and receives for colaction Bills of Exchange on and transacts peneral Banking business with the above places. Hongkong 3rd April 1901

THE NATIONAL BANK OF CHINA AUTHORIZED CAPITAL PAID UP CAPITAL 2 924,874 HEAD OFFICE-Hongkong.

BOARD OF DIRECTORS CHAN KIT SHAN, Esq. | C. EWENS, Esq. CHOW TUNG SHANG, Esq. J. T. Lapts, Esq. Chief Manager GEO. W. F. PLAYEAR Interest for 12 Months Fixed 5%

Hougkong, 2304 March, 1899. FITHE BANK OF TAIWAN (FORMOSA) LIMITED (IRCOBPOBATED BY SPECIAL IMPERIAL

CHAPTER).

AUTHORIZED CAPITAL You 5,000,000 HEAD OFFICE: TAIPER, FORMOSA. JUICHI SOVEDA, Erq., President.

Head Office Manager: HIEOMI RAWASAKI,

BRANCHER AND AGENCIES. Osaka Kyoto Yokohama Tokyo Nagasaki Hakodate, Moji London New York S. Francisco Tainan Hongkong Amoy Shanghai Tientsin Newchwang Chemulpo Fran.

HEAD OFFICE :- INTEREST ALLOWED. Or Current Account 5.475'/ per annum On Fixed Deposits :--For 3 months...... 61% per annum Credits granted on approved Securities and

every description of Banking and Exchange business transleted. Drufts granted on the chief commercial places both in Japan and Adroad. Further particulars may be obtained on application. HIROMI KAWASAKI, Taipeh, 5th October, 1900: 19739

THE LEUTSCH-ASIATISCHE BANK. PAID-UP CAPITAL Sh. Taels 5,000,000 HEAD OFFICE-SHANGHAL

BOARD OF DIECTORS : BERLIN. BRANCHES: Calcutta Berlin Tsingtau (Kiautschou) Tientain LONDON BANKERS

Union Bank of London, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be [22] learned on application. Every description of

Mesers, N. M. ROTHSCHILD & SONS,

Acting Manager Hongkong, 8th February, 1900.

TOKOHAMA SPECIE BANK

Banking and Exchange business transacted.
H. SCHOTTLAENDER,

LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED RESERVE FUND..... 8.130,000

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Tokio Nagasaki London New York San Francisco Honolulu Bombey Shanghai Newchall Tientein

PARE'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. HONGKONG INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% personum

LONDON BANKERS

THE LONDON JOINT STOCK BANK, LIMITED

TARO HODSUMI, Manager. Hougkong, 21st November, 1900.

CARTRIDGES! CARTRIDGES!! TUST LANDED A NEW STOCK of ELEYS and KYNOCH'S SPORT. ING CARTRIDGES and NEWCASTLE 20 BORS CARTRIDGES.

> WK SCHMIDT & CO. Gunamiths.

Hongkong, 3rd January, 1901.

"DATLY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work.

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"DATLY PRESS "OFFICE." Proofs rend by Englishmen. STOREKEEPERS

F. BLACKHEAD & CO. Navy Contractors. Shipchandlers. Sailmakers, Provision and Coal Merchants. Praya Central next Hongkong Hotel.

BISMARCK & CO. Navy Contractors. Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.. *** Shipchandlers, Sailmakers, Hardware, Engineer Cools, Bruss and Iron Merchants, 144, Des Voux Road

MORE & SEIMUND, 43 and 45, Des Voux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storckeepers; Sole Agents for Shipowners Composition ("Greyhound Brand and Blundell, Spance & Co.'s Composition. **TALLORS**

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D. S. DADY BURJOR, "Los FILIPINOS," Importer of the Best Manila Cigars; 25, Pottinger Street. WATCHMAKERS

DROZ: & CO. 10. Queen's Road Central Repairs of Watches and Clocks by competent Placepean experts, at moderate rates.

OREGON LUMBER.

TIME Undersigned, being closely connected with the leading MILLS at PORT-LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSEN & CO. Hongkour, 14th February, 1901.

EESANG&CO. COAL MERCHANTS have always on hand LARGE STOCKS OF EVERY DESCRIP TION OF COAL.

Address - Care of Mesers Kwong Sang & Co. No. 144. DES VŒUX ROAD. . [883 TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED CANVAB LONG FLAX

RELIANCE CROWN TARPAULING... ARNHOLD, KARBEEG & CO., Sole Agents.

DORTLAND CEMENT J. B. WHITE & BROS

SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. [760] AMERICAN MACHINERY.

TATE Have OPENED & MACHINERY DEPARTMENT, and are prepared to Furnish Prices, &c. on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHI-NIST'S SMALL TOOLS, BUILDER'S

HARDWARE, &c. Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.t BEUTER, BROCKELMANN & CO. Hongkong. Hongkong, 3rd December, 1980.

TO LET. TO LET. WITH IMMEDIATE POSSESSION. NTO 9. SEYMOUR ROAD.

Apply to-Care of Daily Press Office. Hongkong, 14th March, 1901. TO LET.

TYOUSE at MOUNT KELLETT SPUR. now in occupation of H. MATHESON Brown, Esq. # ply to-LINSTEAD & DAVIS.

Hongkong, 27th March, 1901. TO LET. TO. 45, ELGIN STREET, a SIX. ROOMED HOUSE. Immediate posses-

Apply at-No. 43 ELGIN STREET. Hongkong, 11th April, 1901. TO LET.

FINO very spacious and well ventilated TWO STORIED EUROPEAN RE-SIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, BATH-ROOMS and OUTHOUSES, IN MACDONNELL ROAD, on Inland Lot No. 1,509, Apply to—

TANG LAP TING, No. 18, Queen Street, Hongkong, MOK MAN CHEUNG, . Butterfield & Swire. Hongkong, 19th March, 1901. TO LET.

T TOUSE, No. 3. SEYMOUR ROAD, now occupied by E. Jones, Esq. 3 Storied European Residence, containing 6 ROOMS and commanding a good View of the Harbour. Apply to-

DARTLY & CO.. Agenta. 19. Queen's Road Central. Hongkong, 10th April, 1901. TO LET.

VERY spacious and well-ventilated EUROPEAN HOUSE with a GARDET TENNIS LAWN, No. 37, RUBINSON ROAD, known as "FERNSIDE," containing 6 Rooms, BATH ROOM and OUTHOUSES. Possession from 1st June, 1901

Apply to— TAM TSZ KONG. 42. Bonham Strand West. Hongkong, 13th April, 1901. TO LET.

(From 1st April next). TIWO SPACIOUS GODOWNS, with

UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at Birl. CHER'S BAY on M. Lot 243. Apply to-

JOSEPH & CO., 1. Duddell Street. Hongkong, 26th March, 1901. TO LET.

66 TATEIRION S," the PEAK, a FIVE AVAL ROOMED HOUSE, Completely Furnished, from 1st May till 31st August. Apply to—

PAUL BREWITT, Care of DARTLY & Co.. 19, Queen's Road. Hongkong, 15th April, 1901. OFFICES TO LET.

OND FLOORS of Nos. 62A and 64. and GROUND FLOOR No. 68, and GROUND FLOOR QUEEN'S BOAD CENTRAL. Apply to—

ON CHAI & CO., 2nd Floor No. 52. Gage Street. Hongkong, 16th January, 1901. TO LET.

HOUSE in RIPON TERRACE.

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 18th March, 1901.

TO LET. 66 CTILLINGFLETE." PEAR ROAD. 6 ROOMED HOUSE from 1st May.

Apply to— ARRATOON V. APCAR & CO. Hongkong, 14th March, 1901. TO-LET.

TOS. 2 & 5, RICHMOND TERRACE— Immediate Possession. Apply to-LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 2nd April, 1901.

COMMODIOUS GODOWN on First Floor in Duddell Street. FURNISHED, "The EYRIE," a spacious and grandly situated bungalow at Peak.

TO LET.

For Particulars, apply to— R. C. WILCOX, 8. Beaconstield Arcade. Hongkong, 3rd April, 1901. TO LET.

Possession April 1st. O 1, STEWART TERRACE. Apply to-J. W. NOBLE.

Hongkong, 6th March, 1901. BOARD AND RESIDENCE.

GILLANDERS "GLENWOOD."----ZI. CAINE ROAD. Hongkong, 20th September, 1900.

BOARD AND RESIDENCE. **OMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill

Hongkong, 1st January, 1892. BOARD AND RESIDENCE. TRS. SIDNEY JEFFREY. BEACH, ROAD WEST.

FELIXITOWE, SUFFOLK. ENGLAND. [73] is immensely greater than at any other time. Hongkong, 28th August, 1900.

PUBLISHED BY SPECIAL ARRANGEMENT. WOMAN'S WORLD:

DOM STIC AND SOCIAL. BY EMINENT WOMEN WRITERS. [COPYRIGHT.]

THE DUTIES OF MOTHERHOOD.

MRS. ADA S. BALLIN, Edi or of " Buby : The Mother's Magazine," and of " Womanhood."

Opponents of woman's progress are apt to

contend that with the so-called emancipation of women from the former condition of household drudge and entire dependency on her "lord and master," the duties of motherhood are apt to be neglected, and that women who in bygone years would have been the devoted 1990 slaves of their little ones now either remain childless, have fewer children, or hand the care of these children over to strangers. Although this may be true, if true it is, I think, only so in a very limited number of cases, for as long as human nature remains as it now is, the joy and privilege of maternity must appeal to the majority of women, and I am convinced that not only do the women of to-day take mother. hood more seriously and feel more impressed by their reponsibility than they did in former years, but that the superior education of the woman of to-day, and the activity of her mental life is a direct benefit to the children. The devoted slave of former years may have sacrificed every other pleasure in life to the care of her children, and yet that care being untempered by judgment and not based upon a knowledge of infant necessities, was, I think, of less value to the children then, than the intelligent culture new bestowed upon them. Women may and do have fewer children than in former years, but among those of the middle and upper class s there are fewer deaths, less disease, fewer deformities, and a vastly improved general condition of health. Now, as in all ages, the baby brings love with it, but although love may possibly perform miracles it cannot give knowledge, nor save the little one from sickness, sorrow, and death, which such knowledge may avert. Those women who benefit by the higher education, have acquired a certain habit of intelligent thought, of concentrating their attention on the duties in hand, and of carefully considering what is best to be done. They would not, like the young mother of a former age, fly to so-called "experienced nurses," whose knowledge is very often of a far more graphologist, the truth of which was; of harmful than a beneficial kind, or to equally untrustworthy friends for advice, and then follow it blindly; but they would rely upon their own | ter from the handwriting of those who have judgment sufficiently to adopt advice if it seemed | been educated under the School Board, there is reasonable, or, if not, to reject it.

born healthy and in capital condition, but at the | While the broad lines of education must of end of the month, it had lost severely in weight, | necessity be the same for all, we should beware and ran a good chance of dying from in. of any tendency to check individuality and, by digestion, when the mother sent for me all in a hurry to see what was the matter. What I found was this: the nurse had been giving the bottle too hot, which had set up catarrh of the stomach, and had been giving milk almost undiluted, which would be enough to disorder any ordinary infant's digestion. The doctor knowing such a supposed exc-lient nurse had been engaged, had evidently not troubled himself about the matter at all. As soon as the mother was well enough to dispense with the nurse, the baby was put on artificial human milk, and with care and attention has grown up to be a fine little fellow. This only shows how unwise it is for a mother to trust to anyone, even those whom she has been taught to think are fitted by education to take better care of her child than herself. It is the mother's duty to study exactly what the infant requires, and the best method of supplying all its wants. I cannot urge mothers too strongly to be cautious as to those to whom they entrust the care of their children even indoors, and much more so out of doors. Most nurses come from a class who are prodigal of infant life, and who think that the mere fact of having had children, quite independently of whether they have lived or died through ignorance, is sufficient to give them claims to the respect of a young mother. One day in an omnibus, an elderly woman informed me that the baby she was nursing was her fortieth granchild. "Nineteen living," she said, "twenty-one we've buried. One of my daughters had thirteen, and buried eight."

jerk would have dislocated its neck. " Mind his head!" I cried. "Oh, talk to me," she indignantly said, "with my experience!" Yet her experience had buried more than half the children experimented on. Parents should never forget the immense responsibility conferred upon them by having brought children into the world. There are many who either tolerate children as a necessary evil.or treat tham as playthings formed for their special amusement, rather than as rational human beings who are affected from the very first for good or evil by their surroundings. Parents of considerable intelligence, who might manage the early life of their children extremely well if they would devote more attention to it, too often fall into the mistake of thinking that it will be soon enough to look after them when they are a little older, and saying, "You cannot do anything with babies," they leave them to the charge of servants. Yet it is the earliest impressions that are of the most importance as regards the future of the child: for from birth to the age of seven years, the growth and development of all the functions of the body and mind are immensely more rapid, so their care required during this period

As she was getting out of the bus, she let the

child's head hang over her arm, so that the least

Education, bota mental and physical, should begin from hirth. Not only can the senses be trained from the very lirst, but inherited evils of temper, ste, ought to be watched for and checked as they arise. Charles Darwin, who made a very careful study of the growth and development of his child, showed that during the first seven days only such reflex actions as yawning, stretching, and screaming were performed, but on the seventh, the mind was beginning to be reflective and to re-act on the body, for when the naked sole of the baby's foot was touched with a piece of paper, baby jerked it away and curled its toes. At this time a warm hand applied to the baby's face excited a wish to suck. Even as early a during the first fortnight the child would start on hearing a sudden sound, and blink his eyes. Once, when the baby was sixty. six days old, his father sneezed, wherenpon the child started violently, frowned, looked frightened, and cried rather badly, being for an hour afterwards in a nervous state. A few days before he had started at an object suddenly seen. This shows how early children become susceptible to their surroundings, and incidentally that great care should be taken not to startle them by sudden sights and sounds at a

time when this may already tend to set up a habit of nervousness. The passion of anger is early seen in young children. In Darwin's baby it showed itself at four months old, and when a little over seven months he screamed with rage because a lemon slipped away and he could not reach it with his hands. At eleven months old, if a wrong plaything were given to

him he would push it away and beat it.

For the proper training of children watch fulness and knowledge are constantly required Broad general rules of life apply to all children alike, but even in such elementary matters a. feeding, infants require special study, and food that may suit one child admirably might as surely bring another to its grave. Each has physical peculiarties needing study and cares and each child has intellectual qualities and aptitudes which also need to be taken specially into consideration. No system of education. either physical or intellectual, can be complete. which treats all children as if each were a counterpart of the other. Under such a system, the weak ones are constantly overstrained, while the strong ones cannot attain their fulest power. For this reason, stereotyped education in schools is not the best means of cultivating the highest talents. A curious thing was pointed out to me the other day by a course, evident when I began to think about it It was that in endeavouring to study the characso great resemblance that individuality seems to Take a case in point. A young mother of the | have been stamped out, and when she said that, educated classes who had engaged an expensive I remembered a remark once made by a great monthly nurse and a doctor of good repute, left statesman on the same subject, that the School the care of her new-born infant, while she her- Board was a vast machine for crashing all kinds self was ill, entirely to them. The child was and shapes of children's brains into one mould.

> likely to rise to any kind of pre-eminence. If the mother educates the child, it may equally truly be said that the child educates the mother, and let the woman candidly acknowledge that whether she be an ordinary woman of the world, or one of the advanced type that modern education gives, motherhood is the crown of a woman's life.

so doing, produce a stereotyped individual un-

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BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:--Series V 49 1 to 1,000 of \$1 (One dollar) each Series Z 49 1 to 1,000 of \$1 (One dollar) each The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque De L'Indo Chine accept no liability for the same. By Order of the Chief Manager in Saigon.

For the BANQUE DE L'INDO CHINE. L. BERINDOAGUE, Acting Manager, Hongkong, 26th February, 1901.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.68 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. BIEMSSEN & CO. Hongkong, 3rd October, 1900.

NOTICES OF FIRMS

NOTICE.

R. J. WACKER and Mr. L. GLISS MANN have been Authorized to Sign our Firm by PROCUEATION from this date. CARLOWITZ & CO.

Hongkong & Canton, 11th April, 1901.

" NOTICE.

WE have This Day Authorised Mr. at once, PAUL BREWITT to Sign our expense. Firm PER PROCUBATION.

DARTLY & CO. Hongkong, 10th April, 1901.

TURING the Absence of our Mr. E. W. MITCHELL from the Colony, Mr. EDMUND GUMPERT will take CHARGE of this Branch of our Firm. CALDBECK, MACGREGOR & CO. Hougkong, 25th March, 1901.

TATANTED-A SEWING MACHINE (Chain Stitch). WILCOX & GIBBE

MACHINE, Care of Office of this Paper. Hongkong, 12th April, 1901.

WANTED. INUROPEAN NURSEMAID. Apply to-

Care of Daily Press Office. Hongkong, 5th April, 1901. WANTED.

DULY QUALIFIED SURGEON for a Coasting Steamer carrying Native Passengers. Applications, stating terms, &c., to be addressed to---

"SURGEON." Care of Daily Press Office. Hongkong, 6th March, 1901. TO EQUIRED by a First Class Mercantile House in Hongkong, an Experienced Man of Business to act as COMPRADORE.

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Hongkong, 16th February, 1901. ARGE GODOWN WANTED STORAGE of COAL. State situation, size, rent, to-

12. Queen's Road Central.

Care of Office of this Paner. Hongkong, 14th February, 1901.

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TOY a YOUNG MAN. EVENING WORK, whether in the line of Bookkeeping. Revising of Accounts, Typewriting or General Office work. Hours:-5.30 to 8 o'clock.

Apply to ______ M. A. C. Care of Office of this Paper. Hongkong, 6th February, 1901.

NOTICE.

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MANAGER, Hongkong Daily Press Office. Hongkong, 1st April, 1901.

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Moji, 17th January, 1901. C. E. WARREN.

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NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

FROM PORTLAND, ORE., AND JAPAN THE Steamship

"SKARPSNO,"

Captain Tollepsen, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

at once, and stored at Consigness, risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by T. M. STEVENS & CO., Agents.

Duddell Street Hongkong, 13th April, 1901. OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Steamer

"ULYSSES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., Ld.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd inst. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. · Hongkong, 13th April, 1901.

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE.

MONSIGNEES of Cargo in connection with bove Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Codowns of the Hongkong and Kowloon Wharf and Godown Co .. Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unlers

intimation is received from the Consignees before 11 A.M. TO-DAY, the 11th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 18th inst., at Noon.

will be subject to rent and landing charges .: All claims must be sent in to me on or before the 18th inst., or they will not be recognized. All damaged packages will be examined on THURSDAY, the 18th inst., at 3 P.M. No Fire Insurance has been effected

G. DE CHAMPRAUX,

Hongkong, 11th April, 1901. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "COROMANDEL."

FROM BOMBAY, COLOMBO AND

STRAITS. Consigness of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon. What and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as

the goods are landed. This Vessel brings on Cargo: -From London, ex s.s. Rome. From Persian Gulf, ex s.s. Krandolla and

Optional goods will be linded here unless instructions are given to the contrary before 5 P.M., TO-DAY Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will to effected by me in any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after [941] which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 13th April, 1901. NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE." FROM NEW YORK. ✓ONSIGNEES of Cargo are hereby notified

that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the Chelydra. All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining un delivered after the 19th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED,

Hongkong, 10th April, 1901 [988

DEALERS IN

MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899.

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Enquire at-No. 36, MORRISON HILL ROAD, Wanchai. Hongkong, 12th April, 1901.

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CANTON CLUB, Canton.

Canton, 10th April, 1901.

VESSELS ADVERTISED AS LOADING.							
DESTINATION		VESSEL'S NAME	PLAG & BIG	PREZH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
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			That were	•••	*************	Town server REAMER DOOR & CO.	On 18th inst., at Noon.
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SINGAPORE. PENANG & CA BOMBAY, VIA SINGAPORE &			Jan-str		K. Kori	MITTON LUBER MARKETAN	
	COTUMEN	TENGODITATE ALCOHOL		•	,		

SHIPPING. ARRIVALS.

April 14, Burnside, American str., 1,400, A. H. Lafflin, Manila 11th April, Cable.

Che Herfurth, Saigon 9th April, Rice .-DODWELL & Co., LD. April 14, CHINA, German str., J,119, P.-Voss, Bangkok 8th April, Rice.—CHINESE. April 15. HAILAN, French str., 377, Merlees,

Pakhoi and Hoihow 14th April, General.-A. R. MARTY. April 15, Holhao, French str., 509, Merlees, Haiphony and Hoihow 14th April, Gene-

ral.-A. R. MARTY. April 15, SZECRUEN, British str., 1,158, A. H. Hall, Wuhu and Chinkiang 10th April, General-Butterfield & Swire. April 15, WOSANG, British str., 1.127, Johns, Wuhu 5th April, Rice.-JARDINE, MA-

THESON & Co. April 15, Zweena, British str., 946, Ainsworth, Saigon 11th April, General.—Chinese. April 15, Andalusia, German steamer, 5,441. Ehlers, Wilhelmshavin via Colombo 4th April - SIEMSSEN & Co.

April 15. ARIAKE MARU, Jap. str., 2,193, T. Tasaka, Kutchinotzu 10th April, Coal. M. B. KAISHA.

April 15, Fushun, British str., 1,500, W. H. Lunt, Shanghai 12th April, General.-CHINESE. April 15, Loonesane, British str., 1,092, G. S.

Weigall, Manila 12th April, Sugar .-JARDINE, MATHESON & Co. April 15, Sugvia, German str., 5,009, Wagener, Hamburg 27th February and Singapore 9th April, General .- SIEMSSEN & Co.

April 15, DR. HANS JEEG KIER, Norw. str., 691, Larsen, Canton 15th April, General,-E. A. TRADING CO., LD.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 15th April.

Ulysses, British str., for Shanghai. Tantalus, British str., for Singapore. Idomeneus, British str., for Singapore. Szechuen, British str., for Canton. Flandria, German str., for Canton. Independent, German str., for Swatow. Hainan, German str., for Chefoo. Wongkut, German str., for Yap. Taiyo Maru, Japanese str., for Chefoo.

DEPARTURES. April 14, LALPOORA, British str., for Amoy. April 14, LOYAL, German str., for Java. April 14, TAICHIOW, German str., for Swatow. April 15, GOLIATH, British battleship, for

Shanghai. April 15, ULYSSES, British str., for Shanghai. April 15, SZECHUEN, British str., for Canton. April 15, FLANDRIA, German str., for Canton. April 15, LIZARD, British gunboat, for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS .- Luzon. KOWLOON DOCKS.-U.S.S. Isla de Luzon, U.S.S. Bennington, U.S.S. Yorktown, Hanoi, Ilicos, Lung Tring, Hangehow, Clavering, Pingsucy, Compania de Filipine, H.M.S. Ocean, Styx, Shantung, Kweiyang, Burnside, Argus, Strath-

COSMOPOLITAN DOCK .- U.S.S. Concord, Colonies, Perla, Petriana, Tartar.

SHIPPING REPORTS. The British steamer Fushun, from Shanghai 12th April, had light variable winds, calms and fog throughout. The Belgian steamer Charles Rogier, from

Saigon 9th April, had fine, clear weather and light easterly wind. 12th April, had light northerly breezes, hazy weather and smooth sea, thick fog in the proxi-

mity of Waglan. The British steamer Wosang, from Wuhn 5th April, had light variable winds and cloudy with occasional rain from Steep Island to Lamocks. From Lamocks to Breaker Point dense fog; thence to port light variable airs and hazy. On 14th spoke Kwongsang, off Pedro Blance. from Hongkong for the North.

VESSELS ON THE BERTH IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

" PRINZ HEINRICH," OF THE NORDDEUTSCHER LLOYD, Captain R. Heintze, due here with the outward German Mail about TUESDAY EVENING, the 16th inst., will leave for the above places

about 24 hours after arrival. NORDDEUTSCHER LLOYD For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 15th April, 1901.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY. STEAM FOR April 14, CHARLES ROGIER, Belgian str., 1,291, | SINGAPORE. PENANG, COLOMBO. BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "TRIESTE." Captain Mitis, will be despatched as above TO. DAY, the 16th inst. Silk and Valuables are transhipped on arrical at Bombay into an accelerated liner. For information as to Passage and Freight,

SANDER, WIELER & CO., Agents. Hongkong. 8th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Steamship

"AKASHI MARU," Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 17th April, at

DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd April, 1901 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship "CHELYDRA." Captain Cox, will be despatched as above on

THURSDAY, the 18th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 13th April, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship "GISELA."

on SATURDAY, the 20th inst., r.M. For Freight or Passage, apply to

SANDER, WIELER & Co.. Agents. Hongkong, 15th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED. FOR TAMSUI VIA SWATOW AND

THE Company's Steamship "MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 21st inst. For Freight or Passage, apply to

* THE MITSUI BUSSAN KAISHA, Hongkong, 15th April, 1901. The British steamer Loongsang, from Manile THE PENINSULAR AND ORIENTAL STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, ADEN, EGYPT, MEDITER-RANEAN PORTS. PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS. THE Steamship

"SOBRAON,"

Captain L. M. Wibmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London on SATURDAY, the 27th April, at Noon, taking passengers and cargo for the above ports.

All Cargo for Morsoilles and London will be conveyed direct without transhipment. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to H. A. RITCHIE. Superintendent.

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

.	FOR	STEAMERS	TO SAIL ON	REMARKS.	
٠ ا	MARSEILLES AND	CANDIA	10 a.m., 18th } April.	Freight or Passage.	
	LONDONSHANGHAI AND JA-	( CEYLON)	About 20th April.	Freight or Passage.	
	LONDON, &c	W. Hayward, R.N.R. SOBRAON	Noon, 27th April	See Specia <del>l Advertise</del> ment.	
).	SHANGHAI	BALLAABAT	About 27th April.	Freight or Passage.	
al ·	LONDON	CANTON	About 18th	Freight or Passage.	
t,		PASSENGER 8	SEASON, 190	<b>1.</b>	
			MARSEIL	LES AND LONDON DE	RE
	<u> </u>	OOO	_ <del></del>		

Without Transhipment. For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1901.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILIN	GS FROM HONGKONG—SUBJECT TO ALTERATION.
	DERTINATIONS.
STEAGLES.	AND A TOTAL TO TONION AND
	ANTWERP, VIA SINGAPORE, FRIDAY, 19th April, at
SANUKI MARU	ANTWERP, VIA STANDARD & PORT ( DAYLIGHT.
W. Townsend	PENANG, COLOMBO & PORT   DAYLIGHT.
11, 2011 110024	( OATD
<b>.</b>	NAGASAKI, KOBE and YOKO FRIDAY, 19th April, at
KASUGA MARU	NAGASARI, ROLL NOON.
E. W. Haswell	A DIA DIA CONTRA
	(VICTORIA, B.C. AND SEATTLE, FRIDAY, 19th April, at
IDZUMI MARU	J TIRA VIARHANGHAL, KUDE, 7 ( p. s.
M. J. Curnow	MOJI and YOKOHAMA
	MOJI and Toleoffactor, Tuesday, 23rd April, at
Нівозніма Мави	
S. Yoshizawa	- T
	FRIDAY, 26th April, a:
BHINANO MABU	
G. E. P. Cook	The same of the sa
KAGOSHIMA MARU	( DOMDAT, 11% OTMOSTS WEIGHT
K. Kori	1 COLOMBO NOON.
TE. IEOIT	(SYDNEY and MELBOURNE, via) FRIDAY, 26th April, at
YAWATA MARU	1
A. E. Mosen	MANILA, THURSDALISDAND, 4 P.M.
. 1	TOWNSVILLE and BEISBANE)
Through Passenger	lickets and Bills of Lading issued for the Principal Cities in the

United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company',

Captain Mosca, will leave for the above places | Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA,

Hongkong, 13th April, 1901.

# NORTHERN PACIFIC. STEAMSHIP CO.

Manager.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAI. INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

TOTAL TELEVISION OF THE PROPERTY OF THE PROPER						
Steamer.	Tons.	Captain.	Proposed Sailing			
OLYMPIA TACOMA VICTORIA DUKE OF FIFE	2,811 3,502	J. Truebridge A. Dixon J. Panton J. S. Cox	May 17th May 28th			

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED

STATES and to EUROPE. HONGKONG TO LONDON, £52. Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK TOUTS. HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYRE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL. Rutes of Passage to other Points on application.

A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED. General Agents. Hongkong, 18th April, 1211

HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMEURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC FORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND EVOCACE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL BLACES

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS. * KONIG ALBERT HAMBURG (Hamburg-Amerika Linie) KIAUTSCHOU (Hamburg-Amerika Linie THURSDAY. THURSDAY THURSDAY HAMBURG (Hamburg-Amerika Linie) S0th October. 13th November KIAUTSCHOU (Hamburg-Amerika Linie)

* Calling at Amsterdam. ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship # KONIG-ALBERT," of the Nondeutschen Lloyd, Captain O. Cuppers, with MAILS, PAS-SENGERS, SPECIE and CARGO, will leave this Port as above, Calling at Napues and

WEDNESDAY

Shipping Orders will be granted till Noon on Monday, the 15th April, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 16th April and Parcels will be received at the Agency's Office nutil Noon on Tursday, the 16th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to MBLCHERS & CO., AGENTS.

Hongkong, 4th April, 1901.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE:

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901. EMPRESS OF JAPAN"...Comdr. H. Pybus, B.N.B...... WEDNESDAY, 15th May, 1901. EMPRESS OF CHINA"... Comdr. R. Archibald, E.N.E... WEDNESDAY, Sth June, 1901.

THE magnificent TWIN-SCREW STEAMHIPS of this line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans Pacific journey and make connection at Vancouver with the PALATIAL TRANSCONTINGATIONS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUTSCHANGE Chose demonstron is made at Montreal, Quebec, Halifax, New York and Beston with all Trans Adamtics Lines. which passengers to Great Britain and the Continent are given choice of

Passengers Booked through to all principal points and AROUNG THE WORLD SHetura tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries; Members of the Waval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company a route embrace its PALATIAL STEAMEHIPS (second to none in the World), the LUXURIANCE OF ITS THANS CONTINENTAL TRAINS (the Company having received the highest sward for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY. through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps. Guide Books, Rates of Passage, &c., apply to

D. E. BROWN; General Agent, Pelders Street.

27th November

Hongkong, 4th April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEEOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE. BATAVIA COLOMBO. BOMBAY, ADEN, EGYPT, MARSEILLES. MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE

ON MONDAY, the 22nd April, 1901, at TAKING CARGO AND PASSENGERS. P.M., the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. Ville de la Cictat, which vessel takes on her Passengers and Mails, leaving that port S.S. STRATHOYLE'. .....................On 20th April.

on the 4th May, direct to Suez, Port Said nd Marseilles.

Cargo and Specie will be registered for Lon- be despatched for SAN DIEGO and and Marseilles. don as well as for Marseilles, and accepted in SAN FRANCISCO VIA MOJI, KOBE and transit through Marseilles for the principal YOKOHAMA on 20th April places of Europe.

Shipping Orders will be granted till Noon, in the United States. tents and Value of Packages are required. pany's Office.

Agent. Hongkong, 10th April, 1901. RAILWAY PACIFIC CANADIAN.

COMPANY'S

ROYAL MAIL STEAMSHIP LINE. THE FAST ROUTE BETWEEN CHINA JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. HE Company's Steamship

"TARTAR," (4.425 Tons).

Hongkong on or about WEDNESDAY, the Bongkong Harbour For VICTORIA and VANCOUVER, B.C.

ROLL FOR SIL ASPLICATION S

the Canadian Pacific Railway for all points in For Freight of Passes, Sylving

CALIFORNIA AND ORIENTAL STEAMSHEE COMPANY. IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE. RAILROAD CO. PROPOSED SAILINGS TROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU. TO JAPAN PORTS AND

HONOLULU THE UNITED STATES. MEXICO CENTRAL AND SOUTH AMERICA, &c.

Through Bills of Lading Issued to any point Cargo will be received on board until 4 P.M., | Cargo will be received on board until J. P.M. Specie and Parcels until 3 P.M. on the 21st the day previous to sailing. Barcel Packages April. (Purcels are not to be sent on board; will be received at the Office until the same they must be left at the Agency's Office.) Con- time. All parcels should be marked to address. in full. Value of same is required. For further particulars, apply at the Com- Commiss Invoices, to accompany Cargo dec-

G. DE CHAMPEAUX. sent to the Company & Office, addressed to the Collector of Customs, San Dingo. 2 For further information as to Freight or Passage, apply to BUTTEBRIELD & SWIRE,

> Agents. Hongkong, China and Japan. Hongkong, 16th April, 1901.

TOT RESPONSIBLE FOR DEBTS:

Neither the CAPTAINS, the ACENTS, nor the THE NEED WILL BE RESPONSIBLE for any DEBT contracted by the Officers or the Grewn Captain G. D. Bowles, B.N.R., will leave of the following Ventels during their stay in 1st May, 1901, taking Passengers and Cargo Abot Pr Obrid, American ship, American (VIA INLAND SEA, KOBE and YORO. | CLAYFEING, British str., J. Barker.-Dodwell Making close connection at Vancouver with Compania DE Francisco, Ame. str., D. Migne Orts - Branda & Co.

Eastern Canada the United States and Europe, Louise J. Russis, Amr. son, A. H. Olsen Passinest, British back, R. B. Munt. Chinese.

Charles L Sout, Houselong 88 Bus Witten, American ship, Howes,-Muster,

Hongkong, 18th April, 1901.

vessels on the berth.

OUTWARDS. TROPE IN THE PARTY OF BTEAMERS: GLASGOW and LIVERPOOL. "CALCHAS" "DARDANUS" GLASGOW and LIVERPOOL... HOMEWARDS. STEAMERS. TO BAIL LONDON "IDOMENEUS" ..... On 16th April. LONDON VIA MANILA "AGAMEMNON" ..... On 19th April. LONDON "AJAX " ..... On 30th April. LONDON ..... On 14th May.

(Taking Cango at London Rates). "PYRRHUS" ...... On 15th May. The S.S. ULYSSES, arrived on Saturday morning from GLASGOW and LIVERPOOL, and will sail for SHANGHAL and JAPAN to-night. For Freight, apply to

BUTTERFIELD & SWIRE:

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

# HMITED.

PORT CONTEST STEAMERS TO SAIL. FOOCHOW PORT DARWIN. THURSDAY "HUNAN"..... On 19th April. ISLAND, COOKTOWN, TOWN-"TSINAN" ..... On 23rd April. SVILLE, BRISBANE, SYDNEY and MELBOURNE - MANILA - M "TSINAN" ..... On 23rd April. * The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE,

AGENTS.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, Tuesday, April 23,

Shanghai, Nagasaki, THURSDAY. May 16

Shanghai, Nagasaki, (Tuesday, June 11

"AMERICA MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA, and HONO.

LULU on TUESDAY. the 23rd April.

1901, at Noon, taking Freight and Pas-

sengers for Japan, the United States, and

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

Passengers holding through ORDERS TO

FUROPE have the choice of Overland Rail

rcutes from San Francisco, including the

SOUTHERN PACIFIC: CENTRAL PACIFIC,

Union Pacific, Denver and Rio Grande,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

Passengers holding orders for OVERLAND

CITIES in the United States have, between

San Francisco and Chicago, the option of

Union Pacific, Denvee and Rio Grande,

and other direct connecting Railways, and from

Particulars of the various routes can be had

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Freight will be received on board until 4-P.M

will be received at the Office until 5 P.M. same

Cozsular Invoices to accompany Cargo des-

NATAL LINE OF STEAMERS.

service hence to CALCUTTA. Sailings from

General Agents for China and Japan.

For Freight and further particulars,

isongkong, 4th August, 1897.

in CHINA and JAPAN for the above Line

DODWELL & CO., LIMITED,

Hongkong, 29th March, 1901.

GEORGE ECKLEY,

Acting Agent.

Government officials and their families.

the Southern Pacific, Central Pacific,

£4 in addition to the regular tariff rate.

on application.

Kobe, Inland Sea, Yo. ( 1901, at Noon.

1901. at Noon.

1901, at Noon.

America Maeu (via)

Kobe, Inland Sea, Yo.

kchama, and Honolulu)

kohama, and Honolulu)

Kobe, Inland Sea, Yo-

kohama, and Honolulu)

THE Twin-Screw Steamship

their journey at any point on route.

NIPPON MARU (via

HONGKONG MARU. (via)

Hongkong, 16th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA. HE Steamship

"RICHMOND CASTLE will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHAN," "FERNDENE, and "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LD.,

Hongkong, 8th April, 1901, THE OBAKA SHOSEN KAISHA,

ii mired FOR FOOCHOW VIA SWATOW AND FIHE Company's Steamship

"ANPING MARU" Captain S. Atsumi, will be despatched for the sabove ports of WEDNESDAY, the 24t April, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

A gents. Hongkong, 10th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED. STATES.

MEXICO. CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE obtained on application. OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND BEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. GARLIC (via Blianghai, Nagasaki, Kobe In Tuesday, May 7 land Sea. Yokohama ( 1901, at Noon. and Horolulu)

oric (via Shang-) hai, Nagasaki, Kobe, Saturday, June 1, DORIC. Inland Sea. Yokohama (1901, at Noon. and Honolpia)

COPTIC (via Shanghai,) Nagasaki, Kope, In Frivespay, June 27, Chicago to destination the choice of direct lines. land See, Yokohama [ 1901, at Noon. and Honolulu)

FIXIE Company's Steamship "GAELIC" will be despatched for SAN FRAN-CISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are allowed to break their journey at any point en route.

Havana, Trinidad, and Demerara, and to ports Through Passenger Tickets granted to Eng- in Mexico, Central and South America, by the land, Krance and Germany by all trans-Atlantic Company's and connecting Steamers. llines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained the day previous to sailing. Parcel Packages upon application.

day; all Parcel Packages should be marked to Special rates (first-class only) are granted to address in full; value of same is required. Missionaries, members of the Naval, Billitary, Diplomatic and Civil Services, to European tined to points beyond San Francisco in the officials in service of China and Japan, and to United States should be sent to the Company's Government officials and their families. Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco. Passengers who have paid full fare, re-embark- For further information as to passage and ing at San Francisco for Chius or Japan (or Freight, apply to the Agency of the Company, vice persa) within one year, will be allowed dis- Queen's Building. count of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full: and same will be received at the Company's Office until Five P.M. the day pre- FINE Undersigned GENERAL AGENTS

vious to sailing Consular Invoices to accompany Cargo des- are prepared to issue THROUGH BILLS tined to points beyond San Francisco in the OF LADING for all the principal ports in Idzumi Maru, Jap. str., 2,301, Curnow, April 9, United States should be sent to the Company's South AFRICA, in connection with Indu-Offices, addressed to the Collector of Customs,

For further information as to Freight or | CALCUTTA for CAPE PORTS every fortnight. Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent. Hongkong, 15th April, 1901.

VESSELS ON THE BERTH U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. CITY OF PEKING (via) S'hai, Nagasuki, Kobe, (THUESDAY, Apr. Inland Sea, Yokohama, (30, 1901, at Noon.

and Honolulu) ...... CHINA (via Shanghai, Nagasaki, Kobe, In- SATURDAY, May 25, and Honolulu) 1901, at Noon.

(via Shanghai, Nagasa- (Tursday, June 18 ki, Kobe, Inland Sea, Y'hama and Honolulu 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGA-SAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU on THURSDAY. the 30th April, 1901, at NOON.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULII, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic dines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application...

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the. SOUTHERN, PACIFIC, CENTRAL PACIFIC, Union Pagific, Denver and Rio Grande, and Northean Pacific Railways; also the CANADIAN PACIFIC LAILWAY on payment of Et in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines Particulars of the various routes can be had on application.

Special rates (first classs only) are granted to Missionaries, members of the Naval, Military Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerars, and to ports

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all ParcedPackages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to passage and Freight, apply to the Agency of the Company.

Queen's Building. GEORGE ECKLEY, Acting Agent.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE (HAMBURG AMERIKA LINIE-HAMBURG).

Hongkong, 3rd April 1901.

FOR NEW YORK VIA SUEZ CANAL. (With liberty to call at MANILA.) LULU, and Passengers are allowed to break | THE full-powered Steamship

" ASTURIA. Through Passage Tickets granted to Eng. | Captain Ostermann, will be despatched for the above port on or about 4th-May. For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 15th April, 1901. HONGKONG.

STEAMERS. Agamemnon, Brit. str., 4,461, Nish, April 13, Butterfield & Swire Akashi Maru, Jap. str., 974, Sudzuki, April 13, Mitsui Bussan Kaisha America Maru, Jap. str., 6,210, Going, April 12. Toyo Kisen Kaisha Andalusia, German str., 5,441, Ehlers, April 15.

Siemssen & Co Apenrade, German str., 611, Lorenzen, April, 1 Ariake Maru, Jap. str., 2,193, Tasaka, April 15, M. B. Kaisha

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co Benlomond, Brit. str., 1.752, Hutton, April 13, Gibb, Livingston & Co Burnside, Amr. str., 1.400, Lafflin, April 14, U.S. Government

Special rates (first class :ly) are granted to | Canton, British str., 1,110, Lawrence, April 13, Jardine, Matheson & Co Chas. Rogier, Belgian str., 1,291, Herfurth, April 14, Dodwell & Co., Limited Chelydra, British steamer, 1,567, Cox. April 9, Jardine, Matheson & Co

China, German steamer, 1,113, Voss, April 15, Siemssen & Co Clavering, British str., 2.255, Barker, Mar. 30, Dodwell & Co., Limited Compania de Filipina, Amr. str., 707, Orts,

April 3. Brandao & Co Daphne, German str., 1,290, Nissen, April 9, Siemssen & Co Diamante, British str., 1,225, Ramsay, April 14, Shewan. Tomes & Co

Dr. Hans Jerg Kier. Norw. str., 691, Larsen,

April 11, East Asiatic Trading Co., Ld. Eva. German steamer, 2,032, Peterson, April 7, Arnhold, Karberg & Co Fushun. British steamer, 1,500; Lunt, April 15, - Chinese Hailan, French steamer, 377, Merlees, April 15 A. R. Marty

Hailoong, British str., 783, Bathurst, April 14, Douglas Lapraik & Co Hangehew, British etr., 999, Pearce, Mar. 21, Butterfield & Swire Hanoi, French steamer, 768, Pannier, Mar. 20, A. R. Marty Hinsang. British steamer, 1,536, Lake, April 5,

Jardine. Matheson & Co Hoihao, French str., 509, Merlees, April 15, A. R. Marty Idomeneus, British str., 4,298, Riley, April 14, Butterfield & Swire Nippon Yusen Kaisha

CHINA STTAM NAVIGATION Co.'s fortnightly | Ilicos, American steamer, 83, Pou, Mar. 20. A. R. Marty Independent, German str., 871, Holtz, April 11 Chinese Kweiyang, Brit. str., 1,062, Outerbridge, April 4. Butterfield & Swire

Loongsang, British str., 1,080, Weigall, April 15,

Jardine. Matheson & Co

Loosok, German str., 1,020, Jackson, April 10, Butterfield & Swire Marie Jebsen, Ger. etr., 1,700, Hemmert, April 14. Jebeen & Co Pelyang, German str., ? 77. Weise, April 10, East Asiatic Trading Co., Limited Perla, British steamer, 1.284, Almond, Mar. 24, Shewan, Tomes & Co Petrarch, German str., 1,252, Uecker, Mar. 24, Melchers & Co.

Petriana, British str., 900, Snape, Mar. 25, Arnhold, Karberg & Co. Pingsuey, British str., 4,149, Pernell, April 7, Jardine; Matheson & Co Pronto, German str., 632, Grandt, April 14, Siemssen & Co

Shantung, British steamer, 1,835, Quail, April 2, Butterfield & Swire Skarpeno, Norw. str., 1,130, Tallefsen, April 11, T. M. Stevens Skuld, Norwegian str, 913, Berbom, April 12, Chinese Strathgyle, British str., 3,284, Gordon, April 5,

Butterfield & Swire Suevia, German str., 5,009, Wagener, April 15, Siemssen & Co Sullberg, German str., 782, Jessen, April 12, Siemssen & Co

Taigo Maru, Jap. str., 763, Kakimi, April 12, Taishun, Amr. str., 1,216, Patterson, April 8,

Taiton Maru, Jap. str., 2,009, Hirai, April 13, Mitsui Bussan Kaisha Tantalus, British str., 2,281, Gregory, April 14, Butterfield & Swire Taytar, British steamer, 2,768, Bowles, April 4,

C. P. R. Co Thales, British steamer, 820, Robson, April 14, Deuglos Lapraik & Co Thyra, British str., 2,244, Dunning, April 9, Trieste, Austrian str., 3,023, Mitis, April 14,

Sander, Wieler & Co Wongkoi, German str., 1,115, Muhle, April 11, Melchers & Co Wosang, British str., J.127, Johns, April 15. Jardine, Matheson & Co Zweena, British str., 946, Ainsworth, April 15,

SAILING VESSELS. Adolph Obrig, Amr. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24,

Chinese

Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co Louise J. Kenny, Amr. schr., 155, Olsen, Mar. 30, Master Luzon, Amr. 4-m. schr., 512, Anderson, Mar. 31,

Holliday, Wise & Co Madagascar, British 4-m. bark, 1,997, Smith, Mar. 4. Standard Oil Co Paul River, Amr. ship, 1,641, Wilson, Feb. 20, Standard Oil Co President, British bark, 766, Munro, April 3, in Mexico, Central and South America, by the | Sea Witch. Amr. ship, 1,172, Howes, Feb. 21.

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# APIOL&STEEL

<u> </u>	TPH.	F HONGKONG DAILY PRESS.	TUESDAY, APIGIL TOPH, 1901 VISITORS AT HOTELS.	INSURANCES	
POST OFFICE NOTIC	ES.	JOINT STOCK SHARES.	I . The substitute $I$ is a substitute $I$ in $I$ . The substitute $I$ is $I$ in $I$	QUN INSURANCE OFFICE, LONDON	
India, with the Canadian Mail, left Shanghai	n Saturday, the 13th inst., at 3		Mrs. Angus Major H. S. King, R.E.	FOUNDED 1710.	MITSU BISHI DOCKYARD
p.m. and may be expected the German Mail of the 18th Marc	h, left Singapore on Friend, the	Banks-	Mrs. & Miss Atkinson Mr. J. Kirkwood Mr. B. J. Barlow Mrs. Langford Mr. W. S. Bailey Mr. Henry Lawless	The Undersigned having been appointed a GENTS for the above Company, are pre-	AND ENGINE WORKS,
The Indus, Williams I have so an about Monday, the 22nd ins	t. This Packet brings replies to	Hongkong & S'ha \$125   [\$575, buyers   L'don, £60. China & Japan, ordy & & & 21.	Mr. & Mrs. O. M. D. Bell Major R. P. Littledale, Mr. E. G. A. Heringer R.E.	pared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO.,	NAGASARI.  CODE WORD: "DOCK," NAGASAKI.
5 a.m., and may be expected ners of the first that I be surely.  letters despatched from Hongkong on 16th February.  MAILS WILL CLOSE.	The same of the sa	Natl. Bank of China	Mr. E. Benn Mr. & Mrs. W. M. Lon. Mr. Black Dr. J. Macfadyon Mrs. R. W. Borthwick Mrs. J. R. Mackenzie	Hongkong, 16th May, 1892. [30	A.1, A.B.C., Scotts' and Engineering Codes
FOR PER	Tuesday, 16th, 10.00 A.M. Tuesday, 16th, 11.00 A.M.	A. Stares 28 \$261, buyers  14. Shares 28 \$261,  15. Shares 21 515, sellers	Mr. R. C. D. Bradley Mr. E. Marix Lieut, Brandreth, R.N. Mr. & Mrs. B. Matthows	SALAMANDER FIRE INSURANCE	DOCK No. 1 (et TATEGAMI)
Cobu	Tuesday, 16th, 11.00 A.M.	Bell's Asbestos E. A, \$1 \$1. Campbell, Moore & Co. \$10 \$20.	Mrs. Brandreth Capt. & Mrs. Bruce Mr. C. M. G. Burnie Mrs. Mrs. McLellan & intant	COMPANY.	Extreme Length
Manila  Hoihow, Singapore and Bangkok  Thales  Thales	Tuesday, 16th, 11.00 A.M.	China Light and   \$20 20, nominal	Mr. D. F. Cameron Mr. F. E. Morgan Mr. A. M. Major C. F. Mould, R. E.	AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE	I WIND OF EDGRADO OF DOLOM
Macao Hingsang	Tuesday, 16th, 3.00 P.M. Tuesday, 16th, 3.00 P.M.	China Sugar \$100 \$135, buyers	Mr. T. S. Colson Mr. R. Grr Mr. L. B. Coulson Capt. S. G. Ore	at Current Rates. HOTZ, S'JACOB & CO.	DOCK No. 2 (at MUKALUIM A.)
Haiphong Sulberg Tungkong	Tuesday, 10th, 400 r.m.	Albambra, Limited \$500 \$1,500, buyers	Madame L. Cubrotz Mr. W. Parfitt Mr. E. H. Derrick LieutCol. Passy Mr. G. M. Discombe Mr. S. Pick	Hongkong, 2nd April, 1900.	Extreme Length,
Shanghai Powan	Tuesday, 16th, 5.00 P.M	La Favorita, Ld \$500 \$1,000, buyers Cotton Mills—	Major Dorehill, R.A. Mr. F. Rogers Mr. W. S. Duff Mr. & Mrs. Sakeman	NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.	Width of Entrance on Bottom . 53 Water on Blocks at Spring Tide 22
Swatow, Amoy and Anping.  Haiphong  Hothao	Wednesday, 17th, 9.00 P.M. Wednesday, 17th,	Ewo	Capt. P. S. Dyson Miss L. Sandman Miss E. L. Edwards Mr. H. A. Sanger Mr. E. B. Elkins Mr. Seymore	TOTAL FUNDS AT 318T DECEMBER, 189.	PATEN'T SLIP (at KOSUGE).
	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up t	Saychen	Mr. G. Forteath Mr. A. H. Shields Mr. and Mrs. Kennedy Mr. E. S. Smith	T AUTHORISED CAPITAL 23,000,000 0	Can take vessels up to 1,000 tons gross.
EUROPE, &c., India via Tuticorin Konig Albert	10.45 A.M. Testions 11.00 A.M	Dairy Farm 56 57, buyers	Mr. C. Glover Mr. E. S. Spiven Mr. W. A. Goodell Mr. G. R. Stevens	SUBSCRIBED CAPITAL 2,750,000 0 PAID-UP CAPITAL 687,500 0	LATEST IMPROVEMENTS and can
Singapore, Colombo and Bombay Trieste	Wednesday, 17th, 1.00 P.N Wednesday, 17th, 5.00 P.N	Green Island Coment. \$10 \$19, sales	Capt. Goddard Mr. H. Goyne Stevens Mr. E. H. Stewart		ING and MARINE ENGINEERING as well
Takao Candia	Thursday, 18th, 9.00 A.M. Thursday, 18th, 11.00 A.M.	Hongkong & C. Gas 210 \$135, buyers \$10 \$127, soliers	Mr. John Grant Mr. C. H. Stoddard Mr. H. F. Gray Mr. H. E. Stuntz Mr. F. Gross Mr. & Mrs. Sutherland	AGENTS for the above Company, are p.	VAGE PLANT READY at SHORT
Singapore, Penning and Agamemnon	Friday, 19th, 3.00 P.A.	I 116 Steam Water t	Mr. F. Gross Mr. & Mrs. Sutherland Hon. N. Guguer Mr. R. R. Taft Mr. H. Handelman Mr. D. G. Taylor	Current Rates. SHEWAN, TOMES & CO.,	
Manila  Manila  Hunna  Gisele  Yokohama and Kobe  Yokohama and Kobe  Yokohama and Kobe  San Diego and San Francisco  Strathgyle	Saturday, 20th, 3.00 P.	I. Hongkong Hotel \$50 \$121.	Mr. H. Hobden Mr. H. M. Tibbey Mr. E. C. Hochappel Mr. & Mrs. A. V. Vli	Agents.	72 MITSUI BUSSAN KAISHA No. 6, Ice House Street, Prays Central. Head Office:—Tokto.
Yokohama and Kobe Yokohama, San Diego and San Francisco Strathgyle	1 1 4 3 4 4 4 4 4 7 4 1 4 4 4 4 4 4 4 4 4 4 4 4	Hongkong Ice	Mr.L. Hoestoop & family senger Mr. Thos. Howard Mr. G. H. Wakeman Mr. and Mrs. J. D. Mr. and Mrs. Frank V	TRANSATLANTIC FIRE INSU	R Branch Office LONDON, NEW YORK, BOM-
EUROPE, &c., India via Tuticoria Extra   Occunien	Registration 10.00 A.I (Registration, with la fee of 10 cents, up	te H. & W. Dock \$125 \$270, buyers	Howkins Watts  Mr. & Mrs. A. N. Huko Mr. W.S. Wheeler	The Undersigned, having been appoint	TSIN, NEWCHWARG, and all Ports III.
EUROPE, &c., India via Tuticoria (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	10.45 A.M.) Papers 10.30 A.:	Canton \$50 \$160, buyers China Fire \$20 \$83, buyers	Mrs. J. B. Jackson and Mr. W. J. v. Wh.ley child Lieut, and Mrs. Eag. Mr. & Mrs. E. S. Joseph Wild	AGENTS for the above Company, are pared to ACCEPT RISKS against FIRE	at Milke Coal Mines,
	Letters 11.00 A.:	Hongkong Fire 550 \$320, bayers	Mr. S. Karman Mrs. J. Williamson Mr. E. A. Katsch	Current Rates SIEMSSEN & CO. Agents.	Kanade Cosi Mines, Hokoku Cosi Mines, Tagawa Cosi Mines,
SHANGHAI, NAGASAKI, KOBE, YOKOHANA, HONOLULU and SAN FRANCISCO	Registration 10.00 A. (Registration with la	te Union \$20 nominal \$20 supers	PEAR HOTEL.  Mr. James Leattie Mr. & Mrs. E. Gumps	Hongkorg, 16th November, 1872.	Ida Coal Mines, Yunokibara Coal Mines,
(Supplementary man, of the mail.	fee of 10 cents, up 10.45 A.M. Letters 11.00 A.	Land and Building-	Mr. S. S. Benjamin Dr. G. M. Harston Mr. J. W. C. Bonnar Mrs. G. M. Harston	PHENIX FIRE OFFICE	Sonoda Coal Mines, Fukumo Coal Mines,
Extra Postage IV cont	Tuesday, 23rd, 400 P.	M. Humphreys Estate \$10 \$124, buyers M. Kowloon Land & B. \$30 \$22, buyers	Mr. H. F. E. Brayno Lieutcoi. Hughes Colonel F. Brown Dr. K. Lang	The Undersigned are now prepared GRANT POLICIES of INSURAN	tc Yoshinotani Coal Mines, CE Ohnouro Coal Mines, No. I, Ohtsuji Coal Mines,
Cooktown. 10m having	Wednesday, 24th.	Luzon Sugar \$100 \$38,	Major and Mrs. Buttan-Mr. J. E. Lee shaw and maid Mr. C. Gordon Mack	against FIRE at Current Rates.	Ichimura Coal Mines, Kishima Coul Mines,
NAGABAKI, KOBE, 10KORAMA,	Registration 10.00 A. (Registration, with bedia fee of 10 cents, up	to Gt. Estn. & C'donian to nominal	Miss May Buttanslaw Mr. R. Martin Master Harry Buttan- Mr. A. McJowan shaw Mr. & Mrs. Miller	Hongkong, 17th August, 1887.	[32] Yoshio Coal Mines, Yamano Coal Mines,
(Supplementary mail of the mail. Extra	10.45 A.M.) Letters 11.00 A	Do. Preference 91 20 cents	Sir John Carrington, Mr. Stuart G. Newall C.M.G. Colonel the O'Goran	PANY OF TORONTO, CANADA,	Manoura Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited.
Postage 10 cents.)	Saturday, 27th, Circulars 8.00 A	M. Olivers Mines, A \$5 \$12.	Miss Carrington Mr. M. Oustinoff Mr. A. F. Comrie Mr. H. E. Ponock Col. A. W. Collard Capt. Prynne, R.A.M.	INCORPORATED 1851. CAPITAL £410,000.	Meiji Fire Insurance Co., Limited.  Kanggafuchi Cotton Spinning Mills,
EUROPE, &c., India via Tuticorin	Registration 10.00 A (Registration, with I fee of 10 cents, up	nte Do. Preference \$9 \$51.20.	Mr. G. H. Dann Mr. A. B. Rouse	HE Undersigned, having been appoint	nted Shanghai Cotton Spinning Mills,  Tokio Cotton Shipping Mills.
EUROPE, &c., India via Tuticoria.  (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	10.45 P.M.) Papers	Now Amore Oock S6: 522, sellers	Mr. F. Drion Mr. Edward Shellin Mr. J. S. Ezekiel Mr. A. Sinclair Mr. Andrew Forbes Mr. A. G. Stokes	prepared to ACCEPT RISKS against F.	Onoda Cement Company, Traverial Government Paper Mills.
	Letters 11.00 1	Steamship Coys.—	Mr. D. M. Graham Mr. G. L. Tomin Mr. W. D. Graham Mr. H. I. Welgress	WM. MEYERINK & Co. Agents.	MITSUI BUSBAN KAISHA 1512 2788] M. FUJISE, Masager.
		S20 \$3S,buyers	Major W. Waudby Grif- LieutCol. J. B. Wheeler Mr. H. B. Wheeler	TORRE GERMAN FIRE INS	UR- SOUNCE
Public Auction, Sundry Goods, Sales Late Shangha	R. steamer Empress of India arrived to 6.30 a.m., on Saturday, the left again at 3 p.m. same day	3th China Ordinary 210 212.	CONNAUGHT HOUSE.  Mr. C. M. Abbott Com. R. R. Inger  Mrs. C. A. Adams U.S.N.:	soll, ANCE COMPANY OF HAMED	
General Meeting of Shareholders, Olivers inst., and I General Meeting of Shareholders, Olivers Hougkong, Freehold Mines, Ld., 38 and 40, Queen's Road, to-day.	Where she is due to arrive at 6 a	m., Douglas Steamship \$50 550, bayers H., Canton and M \$15 231, buyers Indo-China S. N 210 \$123, buyers	**************************************	The Undersigned AGENTS of the Company are PRIPARED TO ACCEPT	
noon. Sales Rooms.	THE PREMERCH BILLIAN SHIP IN	ShellTransport and 1	Mrs. V. Blue Dr. J. W. Kerr Mrs. Bostwick Mrs. O. W. Koester	BIEMSSEN & C	
Public Auction, Surplus Stores, Commission French ma Public Auction, Surplus Stores, Commission of Colock, f			Mr. & Mrs. J. Brownhill Mrs. B. H. McCalla Lieut. H. F. Bryan, Miss L. H. McCalla U.S.N. Mrs. S. M. Mills	Hongkong, 29th May, 1895.	DUBILE WIJERS
Hough.  Lecture on "Missions," by Mr. Alex. Michie, i I no sten	for this port on the afternoon of	the Do. \$10 \$20.	Mrs. C. A. Carr Mrs. W. J. Pardee Mr. & Mrs. C. Condy child	AACHEN AND MUNICH FIRE I SURANCE CO. OF AIX-LA-CHAPELL.	
St. Andrews Han, 3.15 P.m., City Hall, 9 p.m., 18th inst.	muzza AMMERICAN MARIL	Wanchai Warehouse 50 510, sales & se	Mr. W. H. Ford Mr. G. B. Parlett Mrs. C. A. Gove Mrs. J. L. Powell Mrs. W. F. Halsey Miss A. Powell	THE Undersigned, having been app	ointec E
TO-MORROW. The P. J. Remember 6. Re., from	I. steamer City of Paking, with m San Francisco to the 23rd ult. has arrived at Yokohama, and lef-	Via Universal Traumg 1 con common	Miss D. R. Halsey Mr. W. R. Roberts Mr. & Mrs. J. S. Hurston Mrs. E. D. Taussig	on AGENTS for the above Company prepared to ACCEPT RISKS against	
Ormsby Terrace, Rowidon, 2270 Print of this port of	n Monday morning, the 18th inst.	VERNON & SMYTH, Eroke	Dr. J. Spencer Hough, Miss L. Towar U.S.A. Major J. J. C. Will Capt. & Mrs. F. H. G. A.M.C.	at Current Rates.  REUTER, BRÖCKELMANN & (	
Meeting re Reclamation of Potential The T.	K. K. steamer <i>Hongkong Maru</i> , left San Francisco for this port	via	Hutchinson Nrs. J. J. C. Watse CRAIGIECURN HOTEL.	Hongkong, 21st April, 1897	
COMMERCIAL. Saki and S	Yokohama, Inland Sea, Kobe, N hangkai on the 9th inst. & O. steamer Gactic, with mails	THE WEATHER.	Mr. James Anderson Staff-Surgeon H. Staff-Surg. A. G. An. Mrs. Canton	TITED THEIT DANCE COMPANY	LD.
CLOSING QUOTATIONS. left San Yokobang	Francisco for this port via Hone, Inland Sea, Kobe, Nagasaki	HUIL ATTACK OF MUTUOFOLOGICAL	Mr. M. S. C. Lewis Mrs. A. G. Andrews. Mr. John A. Ross	(Established 1828).	
Monday, Esth April Shanghai	on the 39th ult.	Fig. 1 in Wind.	Mr. Gustav Binder Consul Volpicein Mr. & Mrs. H. Matheson Brown	THE Undersigned, having been app GENERAL AGENT for the	ointed above
Telegraphic Transfer	Y. K. steamer Kusuga Mara (A) left Manila for this port on 14th	inst. STATION. S ASE SEE SEE	WAVERLEY HOTEL.  Mr. and Mrs. C. B. Aenlie Mr. and Mrs. F.	Company, is prepared to ACCEPT E	15A.5
Bank Bills, at 4 months' sight 11113 The N.	rected to arrive here on the 16th Y. K. steamer Sanuki Mari (1e) left Shimonoseki for this po	et on	and child and child	Claims settled direct without reference	그는 그는 그 大學體育 그 그 문문을 가져왔다. 사람들은 그는 그 사람들은 그는 그 사람들은 사람들은 사람들이 나를 가지 않는 것이 되었다. 그는 그 사람들은 그는
Documentary Bills, 4 months sight 1/11 2 the more	oing of 13th inst, and is expect	Tekyo 3030 - 8	- Mr. S. Barker Mrs. J. Mercer - Mr. N. K. Davidson children - Mrs. H. C. D. Frampton Miss Nicoll	and Head Office.  A. R. MART Agent.	Y, TO BE OPTAINED FROM LANE, CRAWFORD & CO., Hougkong.
Bank Bills, on demand 2.45 The O. Credits at 4 months sight 2.495 at noon of	S. S. steamer Calchas left Sing n 14th inst., and is due in Hong	abore   Locat " " " " " " " " " " " " " " " "	Mr. F. Percy Harrold Mr. R. Snyder Mr. H. Johnson Mr. N. S. P. Tri	Hongkong, 1st August, 1900.	POHOOMULL BEOTHERS  57 & 59, QUEEN'S ROAD CENTRAL.
On GERMANY.— On demand	V. Y. K. steamer Hiroshima Line) left Bombay via Singapo	Moru Tainoku 1 p. 29.91 — NW 1 re-for Taichu 29.88 — NW 1	Kowloon Hotel.	"L'URBAINE" FIRE INSURANCE COMPANY,	LD. WHOLESALE AND EXPORTERS,
Bank Bills, on demand	on the 3rd inst., and is expect re on the 21st inst.	ed to Koshun	Mrs. Lottie Downs Capt. Munro Mr. S. Hoashe. Master Munro	(Established 1838.)	Have for Sale,  Tananase Silk Goods
On Bombal.— The P Telegraphic Transfer	& O. steamer . icutsin left Bomb on the 10th inst. P. steamer Buckingham sailed	ay for Gutzlaff 3 p. 20.91 53 53 NE 3		GENERAL AGENTS for the	above Oriental Embroidery, Rugs and Carpets, LISKS Loweley Cashware Shawls, Ivory, Sandalwood.
Ox Carcinga Yokohan	a for Hengkong on the 2nd inst.  1. P. steamer · Olympia sailed	Swatow " 20.77. 70 - E	Harometer (IA.M29.50 Therm, 9 A.M. (Weth	ulb)72 at current rates. P. LEMAIRE &	CO. and Tortoiseshell Wares, Curiosities and Pancy
Bank, on demand Yokohan	ia for Hongkong on the 4th inst. V. P. steamer Gloushiel sailed	from Vie a Peak , 29.82 76 82 - ssw.	Baromers, 4 P.M 29 83 Therm, 4P.M. (Weth	u10).4	Hongkong, 8th November, 1900. [27
Bank, at sight	for Japan and Hongkong on th	25th Gap Rock " 29.51 77 - 8	Thermers I r.w. 77 Therm, Maximum (	THI: BRITISH NORTH BORNE	O CO. FOR SALE.
On YOKOHAMA.— On demand	arber Line steamor <i>Heathburn</i> left the 31st ult. for Straits, Hong d Japan.	Millite 3 p. — — 88E	3 b Previous On date , 0	A PPLICATIONS are invited in the date A POSITION of SUPERINTEN	
On demand The N	. P. steamer Tacoma sailed from T n and Hongkong on the 9th inst.		2 h 20.92 29.95	of PUBLIC WORKS and GOYERN.	MENT RURAL BUILDING LOT 103, BARKER.
On demand p.o. pm.		C. S. James J. — 1 — 1 — 1 — 1 — 1 — 1 — 1 — 1 — 1 —	Temperature	Testimonials to be sent to the under from whom terms may be learnt. Appoint to be taken up as soon as possible.	Apply to-
On demand	STEAMERS PASSED THE CANAL. D 1st Mar. Hole. 5th Mur- chire, Cymbeline, Grosmont, Fer	Den V'divestock 7 a. 30 00 33 99 — 1 a. Tokyo 10 a. — — —	Of Porce o of the later	GIBB, LIVINGSTON & Agents.	HUMPHREYS ESTATE AND
On Saigon:— Sth. 2 p.c. pm. Mar	Mar.—Dagfred, Teresa, Sheikh. —Jova, Irene, Artiold, Lauker	Po- Nagasaki	Hongkong Observatory, 15th April.		FINANCE CO. LIMITED.
ON BANGKOK: - 603	tjernen. 15th Mar.—Socotra, alder, Hillalen. 19th Mar.—Prom	etheus. Tamoisu 5a. 29.91 - 9	HONGKONG TIDE TABLE.		TOON G
Gold Lear, 100 fine, per tael	d Mar.—Ceylon, Calchas, Segot lich, Germanicus. 26th Mar.— nrich, Kostroma, Masconomo.	-Frinz Koshun , 20.92 — N 29th Poscadores 29.90 — Sw	HIGH WATER. LOW WATER		AND NAVY & MILITARY TAILOR.  DRAPER AND OUTFITTER.
Ma OPIUM.	r.—Indus, Shinano Maru, Indrap ril.—Ambria, Claverdon, Suth	i. 2nd Gutzlaff 9n. 29.99 53 100 NNW erland, Sharp Peaks 29.92 65 65	Of f San Siege Mean Time. Height. Mean Time.	SURVEYORS, 60 & 62, Des Vœux Road.	- bestrance -node low hand:-charanteed
Quotations are:— Allow ce net. to 1 catty: Osl Malwa New \$820 to — per picul. Ap	o. 4th AprilOrel, Burdanus rilOak Branch, Glenariney, G Wittenberg, Japan, Claverley, Pr	lentur-   Swatow ,	O O Tuer 16 m 7 0 3 1 m 0 40	t. in.  Tolophone No. 187. Telegrams "Co	perfect fit. Hate, Silver, Socas, Silver, For Sale.
Malwa Old\$830 to	nza, Gloucester City.	Maru. Viet in Peak , 20.96 75 87 - sw	O of Wed. 17 m 7 33 2 8 m 1 20 -	W. S. BAILEY, M.I. MECH. E.	moderate.
Persian fine quality \$870 to — " 22n Persian extra fine — to — " not	d Mar.—Shanghai. 26th Mar. 2nd April.—Kiautschou. 4th	April. Macao " 29 98 75 — 8		Hongkong, 4th January, 1901.	[13 Hongkong, 18th October, 1900. [2682:
Patna New	zion, Molacca. 9th April.—H. H. wachi Maru, Coningsby. LS AT HOME.—9th April.—G	Meier, Manila 10 a. 29.92 86 65 www.	1 c Sat. m 9 23 5 1 m 3 14 2 b m 52 a 3 2 4 9 a -		SCOTS WHISKIES.
$\mathbf{p}_{\text{max}}$ $\mathbf{N}_{\text{out}}$ $\mathbf{p}_{\text{out}}$ $\mathbf{p}_{\text{out}}$ $\mathbf{p}_{\text{out}}$	ikin, Glamerganshire.	licilo " 29.55 S5 — NE	2 b Sun. 21 m 10 3 a 2 9 4 59 a = 2 0 Mon. 22 m 10 44 5 2 m 4 19 5 cl. n =	HAIG & HAIG.	LD. DISTILLERS SINCE 1679.
VESSELS EXPECTED.	PASSENGERS.	Cebu	UINART PERE & FILS, REI	IS 3 Star, Special.—The finest of all	Peg WHISKIES at S19,000
Per Per	Fushun, from Shanghai, Mr. a:	on the 14th at 12.5 p.m. The barometer has fall ally, except over the NE. coast of China. The day are already reached the neighbourhood of W. Jap	en gener Established 1719.	Stop drinking rank, Smoky St	d mere mellow matured, non-smoky, delicate flavoured
The Imperial German mail steamer Rolling Well.  Albert left Shanghai on Saturday, the 13th inst Per	Loongsang, from Manila, Dr. as and two children, Mr. and Mrs. I	id Mrs. dients slight with variable winds on the China coal tookins the N. part of the China Sea. Forecast:—varying	st, and in SHIPPERS. g winds. Ship only the Finest Q mility	Once tried, preferred to all others.	F. BLACKHEAD & Co.
The Imperial German mail steamer Prinz and the	ce children, Lieut. C. Henon, I	Light. China coast, folling over the Sta of Japan. The d	Extra Dry (Green Seal) epression with vari- the Chira	Printed and Published by ALFRE	CURNINGHAM for the Concerned, at 14. Des Vœux
from Berlin of the 18th att., left Singapore of Sen. J. Friday, the 12th inst., at 2 p.m., and may be sen. J.	Guiness. Messrs. H. L. Loomis, r. J. Donahus, C. Brown, F. Hendro de, R. Fremault, and J. S. Jacks	let, W. sea. Force at varying winds, light or moder	ate; an. Hongkong, 17th May, 1895.	[152 Road Central, City of Victoria,	Hongkong; Lundon Office, 131 Fleet Street, E.C.
expected here to-day.					
				In the second	

JUBILEE PILSENER IN HOCK BOTTLES. Per Case of 4 dos Qts. 6 dos. Pts.

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CLUB WHISKY. H. PRICE & Co. 312 PER Doz.

就伍十肆百肆于参嵩营邻

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HONGKONG, TUESDAY, APRIL 16th, 1961.

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THE HONGKONG DISPENSARY.

JUTLER, DALMER AND CO. WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central

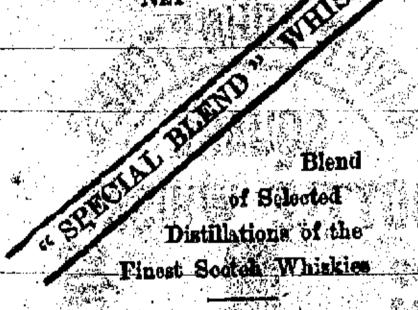
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KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISEY Shipped by CUTLER, PALMER & CO., is obtainable in Hongkong only of SIEMSSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER & CO. 8 PRICE \$10.75 PER DOZEN



Apply to SIEMSSEN & CO. Hongkong.

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WEER DAYS. 7.30 a.m. to 8.00 a.m. Every 10 minutes. 7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 1.45 p.m. Every 15 minutes.
1.46 p.m. to 2.15 p.m. Every 15 minutes. 215 pm. to 3.00 pm. A Every 35 minutes. 3.30 p.m. to 5.30 pm. ... Every 15 minutes.

5.30 p.m. to 8.00 p.m.s., Every 10 minutes. NIGHT CARS. 8.45 p.m. & 9 p.m., 5.46 to 11,15 p.m., very 1 hour. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 830 a.m. to 230 a.m. Lvery to minutes. 93 a.m. to 10. 0 a.m. Every 5 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.10 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 pan. to 8.00 pan. Every 10 minutes.

Extra cars at 11.30 p.m. and 11.45 p.m.

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NIGHT CARS as on Week Days.

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EMPORIUM. HE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW. HOWE " and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill.

Enamelling a speciality.

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Hongkong, 4th April, 1901.

WILLIAM MACLEOD, D.D.S., DENTIST.

BEACONSFIRED ABOADE.

(Opposite Hongkong & Shanghai Bank.) Hongkong, 10th November, 1900.

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PORTLAND CEMENT. \$5.00 per Cask of 375 lbs, net ex Factory. \$3.(4) per Beg of 250 lbs. ... SHEWAN, TOMES & CO., General Managers.

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PER 4 DOZ. QUARTS... ... ... ... PER 8 DOZ. PINTS ... ... ... ALSO IN HOGSHEADS, KILDERKINS, FIRKINS, AND 41 GALLONS.

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JUST RECEIVED

STOP THE SPREAD OF

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CONTAGIOUS DISEASES. ESSETS' FLUID, THE WORLD-RENOWNED NON-POISONOUS DISINFECTANT.

CAN BE USED WITH GREAT ECONOMY. One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per Gallon.

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SIMPLE AERATED WATER.

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of all kinds imported direct from Crosse and Blackwell, Lazenby, Barnes, &c., MONTHLY.

Freshness guaranteed. WINES and SPIRITS of Best Quality only. SPECIAL AGENTS FOR

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,

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\$22.50 PER DOZ.

Distinguished by & Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

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\$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottles bears an Analyst's certificate.

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BLEND WHISKY,

BENEDICTINE LIQUEUR-D.O.M.,

This tine Wine is old, soft, and of grand flavour

See analysis and certificate by Professor Cassall

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\$14.25 PER DOZ.

A fine, full, and fruity wine,

AMOROSO SHERRY,

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LA TORRE SHERRY,

\$16.75 PER_DOZ.

A natural and most pleasant wine to the taste.

\$10.75 PER DOZ. Very soft, palatable, and mature.

\$39.75 PER DOZ. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS-SIEMSSEN & CO., HONGKONG.

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LOL	THEFT	-T TOWING	,	Oi, Dilletter	
			0:	1 Dozen Quarts.	2 Dezen Pint
BEAUNE		4.1	1 ,-	\$ 8.00	\$10.00
CHAMBERTIN				12,00	14.00 14.00
POMMARD	144 . 114	*** *** ***	***	12.00 14.00	16.00
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CHAMBERTIN (		VIN)	79	28.00	30.00
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Foster's Poker Manual ....... INDIAN CIGARS. Eben Holden ... ... ... ... FOOTBALLS. Three Men on the Bummel, by Jerome .. 1,50 Collins' Clear Atlas ... ... ... ENVELOPES. China: Her History Diplomacy and Commerce, by Parker 23 & 25, Queen's Road, Hongkong. [a37

BECTURE AT CITY HALL.

TR. ALEXANDER MICHIE has kindly L consented to DELIVER an ADDRESS on "Missions," in the St. Andrew's Hall, City Hall, TO-DAY (TUESDAY), the 16th April, at 5.15 P.M.

His Excellency the Governor has kindly consented to take the chair. Ladies and Members of the public are invited. H. E. POLLOCK,

Hon. Secretary, HONGKONG ODD VOLUMES SOCIETY. Hongkong, 13th April, 1901.

PERSEVERANCE LODGE OF HONG- will be CLOSED from the 9th to the 16th KONG. No. 1165.

REGULAR MEETING of the above Lodge will be held in the FREEMA-HALL, Zetland Street, TO-DAY (TUESDAY), the 16th inst., at 5 for 5.30 P.M. precisely. Visiting Brothren are cordially invited to attend.

Hongkong, 11th April, 1901.

NOTICE. TAR. C. P. CHATER invites IVI OWNERS and AGENTS of LOTS on the PRAYA fronting the Sea, situate in the Wanchai District, from Arsenal Street Causeway Bay, to meet him at the Chamber of Commerce Room in the City Hall, TO-MORROW (WEDNESDAY), the 17th April instant, at 3 P.M., to consider the proposals Resolution. embodied in his correspondence with the Government recently published for a Reclemation of the foreshore within the limits above

mentioned, and to pass a Resolution on the Hongkong, _th April, 1901. NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS, a JESSELTON for the North Borneo GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 14th February, 1901.

PIANO

CO., LIMITED. Best Value in PIANOS.

Monthly Payment System. TUNING. REPAIRS.

Our Speciality.

# INSTRUMENTS. STRINGS. MUSIC.

Grand Stock reduced to Clear for Summer. Hongkong, 14th March, 1901. R. J. REMEDIOS.

Is also prepared to purchase used POSTAGE Stamps in Large or Small Quantities for Cash AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [302 966a]

For Terms, apply

INTIMATION

GOLD MEDAL PARIS 1878 1889.

of Highest Quality and having Greatest

NUMBERS FOR USE BY BANKER. Barrel Pens, 225, 226, 262 PENS. Slip Pens, 332, 909, 287, 166, PENS.

404, 7,000. In Pine, Medium, and Broad Points. THE NEW TURNED-UP POINT, [26]

HOTELS. HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and -Smoking-Rooms-Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best. Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by - Machinery. -

Bedroom Accommodation-132 rooms.

Fire Extinguishing Mains on every floor CHARGES MODERATE.

HOTEL CRAIGIEBURN.

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Hongkong, 2nd July, 1900. WAVERLEY

ICE HOUSE STREET, HONGKONG. FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. . Very MODERATE TERMS to FAMI-

LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL FIRST CLASS HOTEL of 45 Bed-

The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of

Cuisine excellent; under Experienced Ma-Terms Moderate. A. FONSECA.

Manager. Hongkong, 1st December, 1899, KOWLOON HOTEL.

FINITE HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal ONE is-Length, 67 feet over all; Breadth, Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-

> Bowling Alleys and Billiards. The Culsine is Excellent. J. H. DOWNS. . W. OSBORNE, Manager. Proprietor. Hongkong, 8th September, 1900.

HING KEE HOTEL. (Established 1873) MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisino Excellent. Prompt Attendance. L. HING KEE, Proprietor. Telegraphie address "HINGKEE"

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

No. 37, CAINE ROAD, HONGKONG. CLARKE, leaving Hongkong at 2 P.M., and I the shipping in Hongkong with PURE.

Will be glad to send STAMPS on approval Macao at 8 A.M. Connection made at Macao and FILTERED WATER both for deck and

AYERS: CHAMPIONSHIP TENNIS

EGYPTIAN CIGARETTES BURY-COURT NOTE PAPER and

PUBLIC COMPANIES OLIVERS FREEHOLD MINES, __LIMITED.

NOTICE. FITH ANNUAL GENERAL MEETING of SHAREHOLDERS of

Queen's Road Central, THIS DAY (TUESDAY), the 16th April, at Noov, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ending 31st December, The TRANSFER BOOKS of the Company

April, both days inclusive. JOHN D. HUMPHREYS & SON General Managers.

Hongkong, 16th April, 1901. THE GREAT EASTERN AND CALE-DONIAN GOLD MINING COMPANY, LIMITED.

TOTICE is hereby given that an EXTRA IN ORDINARY GENERAL MEETING of the above-named Company, -will be held at the Offices of the General Agents, No. 14, Des Voeux Road, Hongkong, on THUESDAY, the 18th day of April, at Noon, when the sub-Extraordinary General Meeting of the Company held on the 3rd day of April, 1901, will be submitted for confirmation as a Special

"That the Company be wound up voluntarily " and that MAX BENNECKE, the Business " Manager of the Company in New South "Wales, be and he is hereby appointed "Liquidator for the purpose of such

" winding up." By Order of the Board of Directors. LUTGENS, EINSTMANN & CO., General Agents. Hongkong, 8th April, 1901.

WWO are - Length, 62 feet over all; Breudth. 11 feet Cinches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, Sinches Working Pressure, 125 lbs.

LAUNCHES FOR SALE.

12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 9 inches. by 18 inches; Boiler, 6 by 7; Working Pressure The above Three Launches were built in Hongkong, October 1899, under the Superin-

Plans and Specifications of the same can be Please apply to— TUNG TAI & CO.,

Engineers and Shipbuilders, &c.,

23. Praya East, Wanchai.

t ndence of Captain F. D. Goddard, Marine

HOTEL VISTA" HOTEL, "BOA MACAO.

Hongkong, 15th April, 1901.

Spend a few days in the Hely City. Macao is 40 miles West of Hongkong, and MOREIGN AND COLONIAL STAMP the trip is made each day (Sundays excepted) by the Steamer " HEUNGSHAN," Capt. W. E. THIE above Company is prepared to supply to any address on receipt of satisfactory refer- with Company's Steamer to and from Canton. boilers. Cable Address-" Boavista."

CHARMING HOTEL for Tourists to

CLARKE & CO., Proprieters.

MANAGER.

J. W. KEW, Manager.

Hongkong, 18th December, 1900.

20. Des Voeux Road.

Call Flog W.

PEAK HOTEL. the above Company will be held at the Re- City Office: 7, Duddell Street. gistered Offices of the Company 38 and 40. DLUNKET'S GAP, The PEAR, near the Tram Terminus. MANAGER.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH

#### WHISKY.

A. THORNE'S BLEND... \$10.80 B.-GLENORCHY, MELLOW BLEND, a fine 'Soda'

WHISKY of great age 10.80

D .- H.K.D. BLEND of the Finest

C.-ABERLOUR-GLENLIVET 12.00

Old Malt Scotch Whiskles 14.40

"E __WATSON'S SPECIALITY VERY OLD LIQUEUR

of superb quality and great age. Pronounced by all connoisseurs to be the BEST BRAND in the FAR

EAST.

# LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS. ONLY comprenientions relating to the news columns should be addressed to Tue Epiron. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for

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# HONGKONG OFFICE: 14, DES VŒUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 16th April, 1901

As was thought probable, the election by papers about it, but never had any actual the ratepayers of two representatives to evidence." Such actual evidence is practicserve on the Sanitary Board yesterday re- ally impossible to obtain, but the presumpsolved itself into a farce. Some fifteen tion, founded on other evidence before the gentlemen assembled at the City Hall at the | Commission, leaves no doubt in the reader's stated hour, but no nominations were made. | mind as to the existence of this most serious After an appeal to Dr. HARTIGAN to stand | evil, a combination to keep up prices. again and a brief but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON mits its faiture to elicit by means of its Kyshe, and R. C. Wilcox, who between enquiries any practical remedies of real them brought out the position of affairs value, but its recommendations nevertheless very clearly, the meeting broke up. The deserve full attention. We have already ratepapers by their action no doubt wished written, more than once, on the necessity state that the necessary plans have been prepared to convey their sense of the absolute for increased market accommodation, and we and will be at once submitted to the Governinutility of the Sanitary Bourd as at present | are glad to sea the Commission put this constituted and controlled. It is in these suggestion in the forefront of the procircumstances very unfortunate that a larger gramme. The recommendation to drive out and more representative body of ratepayers | the vendors of tinned food and such stores did not make a point of presenting them- aims at the same object, and is prompted will now be said that the fiasco was due piracy requires no support: its necessity has front there will be a spacious verandah. Mr. simply to that faial apathy which been recognised for years past. The fourth John Lemm of Queen's, Road Central is the envelopes public affairs generally in Hong- recommendation is also one which appeals kong. It was most desirable, if a protest to the sense of everyone in the colony. was to be made in this form, that it should The new Praya Reclamation Scheme is be well backed by numbers, so as to avoid a step in the desired direction, and when any such misunderstanding as now seems it is followed, as it must ultimately be, probable. The result, however, is in any by adequate means of rapid communicacase the same, that popular representation | tion with the centre of business, should have | ly, he has stored regularly each morning a supply on the Sanitary Board is at an end. The a notable effect. All further expansion will Unofficial element is all but extinct; it will in the same way need to be accompanied by cause little wonder if shortly it should be al- train and ferry service, if it is to be of real together extinct. We shall be deprived of the use to the colony. The fifth and sixth repleasure of reading so much of the academic | commendations are less important, but they discussions in which the Sanitary Board will, we should imagine, arouse no opposihas been wont to indulge. For the present, tion. It will be noted, however, that the that appears to be all that is likely to Commission is of the opinion that the prehappen. Time and the growth of a strong sent market rents are not excessive, and have public opinion in Hongkong alone can not contributed to the rise in prices, modify the position.

THE Report of the Food Supply Commission, the ninth, tenth, and eleventh sections of Foreign engineers are reported to have signed by Messrs. E. OSBORNE, A. M. MAR-SHALL, F. MAITLAND, FUNG WA CHUN, and of stock-breeding and vegetable-growing in Dr. W. HARTIGAN, which was published in the New Territory, and is in a way the most the Government Gazette of Saturday last, is important of all. For this reason we must an interesting document, even if it brings postpone its consideration for another ocnothing very startling to light. The reason casion, as it is impossible to do justice to it for the extraordinary delay in the Report is | in a few lines. The New Territory, as it now set out in the letter of the above-mentioned is, is the colony's "white elephant," except gentlemen to Mr. FRANCIS, K.C., and that of from a political and strategical point of view. Mr. FRANCIS in reply, which we reprint to-day It brings in practically nothing in return inanother column, and there is no need for fur- for its cost to Hongkong, and to the nonther comment. The Report being at last made official mind the slowness of its exploitation public, nearly eleven months after the Com- is inexplicable. Without denying that the mission was appointed, and little less than Land Court and Police work is being done four months after it was forwarded to the | very throughly, we do not think that it Government, it remains to consider what too early to consider such a scheme as the the Commission has been able to discover | Commission put forward. The remarks on this very important question. The table of Mr Lands on the prospects of cattleof percentages of rise in the wholesale and breeding in the New Territory (p. 47 of the retail prices of common articles in the Report) should be read. We shall, however, course of five years fully bears out the return to this subject in a future issue. universal complaints about the price of It is satisfactory that the time of the living, culminating in the petition presented | Food Supply Commission and the money to the Legislative Council on the 29th devoted to it were not spent entirely in vain. March, 1900, by the Hon. T. H. WHITE- The report is not an ambitious production, HEAD on behalf of 152 ladies of this colony. When we consider the months which elapsed | Corea. Strange to say, the correspondent The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, groundnut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the vise. and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, SCOTCH WIIISKY ... \$15.00 viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouchsafes no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, A.S. WATSON & CO. the evidence of Mr. A. W. Brewin before the Commission on the 23rd July may be "China goes up. There is then less poultry inspected to morrow. cand less pork in the country. . . . It is a sort of extra tax on the people if they. "have got to pay more for their rice, and they won't keep the animals if they have "got to buy rice for them." The Report goes on to allude to the effect of the increased All letters for publication should be written on naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to Orders for extra copies of DAILY PRESS should throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of

It will be seen that the Commission ad-

Sing last July will admit that the Commis-

sion does not put the case by any means too-

strongly in the sixth section of the Report.

In his examination Mr. Ladds, Colonial

having "heard sundry rumours of people

who put up prices, and that several Euro-

peans have been interested in the beef trade.

here." He had also "seen something in the

the Report, deals with the encouragement

between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. Goliath left yesterday for Shanghai, and the Lizard for Canton.

We are requested to state that Mrs. Gascoigne's Thursday afternoon "At Homes' will be discontinued until further notice.

A musketry camp will be formed at Stone cutter's to-day, when the Royal Welsh Fusiliers will commence their annual course of masketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese); and three fresh cases of small-pex (two Chinese, one other Asiatic), with one death

The return of visitors to the City Hall Library and Museum during last week shows that the former instution was visited by 303 non-Chinese and \$3 Chinese, the latter by 140 non-Chinese and 1.614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowleen yesterday morning read. Mr. Brewin said :- "When the price for inspection by the Major-General Command-"of rice rises, the price of everything in ing. The 5th Hyderabad Contingent will be

> The annual chess match by "cable," between America and the British Isies, will be contested this year on Friday and Saturday, April 19 and 20. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator.

As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, 19th and 20th inst. commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depôt has rendered it necessary to strike them out of the mounted portion of the examination of Tune Wine and Lee the programme.

Gutzloff Street, for \$7.220.

Mr. W. F. Aldrich, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. Rublee, one of the editors of the Milwaukee Sentinel, as Consul General at this port. Mr is advertised to leave San Francisco to morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

Anout the erection of a building for the rickshaw coolies and their vehicles, referred to in our issue of Saturday, we are now enabled t ment. The site chosen for the building Marine Lot 205, and the area of the space set. apart for coach-house accommodation is 4,082. square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitche

We have had several complaints from correspondents regarding the present irregularity in the water-supply. One of our correspondents states that for the last two or three days, fearing that the water would be cut off suddento last for the day. The water was never turned for this port this morning, via Inland Sea, off. Yesterday, relying on the heavy rains of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the Gazetts about the water supply was on the 6th inst., when it was specified, inter alia, that below Caine Road (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Aplast recommendation, which is contained in parently what happened was exactly the reverse. inst.

Marted from Hankow for Kweichan to examine into the mineral resources of the province.

The appointment was notified at the Admiraity last month of Assistant Paymaster C. A. Underwood, to the Tamar, to date 14th

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sums for the extension of the Convent:-

Nicholas Post, Esq. ... ... ... \$200,00 C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public recaptions on account of the mourning for the late Queen.

The Tokyo correspondent of the Mainichi reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuris, and concentrate her entire strength in Corea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of

Fresh missionary troubles are reported from Kiangsi and Szechuen. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chanel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsung-li Yamen. They ordered the Kinngsi officials to settle the case to the satisfaction of all. The Methodist Epigoopal pastor has sent a man to arrange the affuir. Another case has occurred at Ta Chienlu, Szechuen. A Roman Catholic chapel has beed destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debonture issue of £200,000. The L. & C. Express, commenting on this, says :- " Apart from the moiety required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Maley States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is hadly

The trial trip of the steam launch Matulia which has been built and engined by the Yat Sing firm to the order of Mr. Luis R. Yangco of Manila, took place on Sunday last. The launch is 80 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 90lbs. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Gnimenez of Mijares, and will be used for towing pur-Mr. G. J. W. King yesterday afternoon poses at Manila. She is fitted aft with two offered for sale, at the office, of the Public Works | cabins, one for the captain and the other for Department, one lot of Crown land, Inland the chief engineer, and the engine-room is Lot 1,635, situated at Taipingshan, which well protected from the elements. In all she Veterinary Surgeon, cautiously admitted has an area of 1,800 square feet, the annual is a smartly constructed craft, and will be taken rental being \$28. The upset price was \$7,200. down to Manila by a crew shortly expected from There was only one bid of \$20, and the lot the Philippines. During the trip Mr. Guiwent to Yau Shui Chi (for Chun Tin Sun), 12, menez was highly congratulated on the success which had attended his labours in the construction of such a neat and trim little craft.

In the lawn tennis match on Saturday after noon between the Ladies' Recreation Club and the Hongkong Cricket Club, the former won by sixteen games, the figures being-L.R.C., Rublee is a passenger by the s.s. China, which 84 games; H.K.C.C., 68 games. Yesterday's results in the various tournaments were as follows:-Championship-E. F. Mackay best Clapham (6-2, 6-4, 6-2); A. Class Handicap -A. H. Hollingsworth, 15-2, beat E. J. Grist, owes 1/6 (6-2, 6-3), and Capt. Langhorne, owes 15-1, best H. Humphreys, scratch (3-6, thrown Singapore and Penang in the teeth of 6-3, 6-3); B. Class Handicap-J. Hooper, owes 15, beat F. J. Wild, acratch (6-2, 6-2); Doubles Handicap-E, G. Barrett and F. H. Yeats, owe 2/6, beat F. P. Harold and B. Hanson, 3-6 gust. In Shanghai they had a Municipality (3-6, 6-3, 6-3), R. G. Gerrard, and J. E. Lie, 15, beat F. H. Gresson and T. Forrest, scratch (6-2, 6-4), C. H. Gale and J. A. Jupp, scratch, beat W. T. Caulfield and A. C. Stevens, scratch allow themselves to be browbeaten by Govern-(8-6, 3-6, 6-3), H. J. Gedge and Wei On, owe selves at the City Hall, for we fear that it by commonsense. The suppression of bath-rooms, privies and wash-houses, and at the 2/6, beat J. B. Shettle and R. Butcher, scratch

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer Konig Albert left Shanghai on Saturday, the 13th inst, at 3 p.m., and may be expected here tomorrow at daylight. The P. M. steamer City of Peking, with mails

&c., from San Francisco to the 23rd March via

Honolulu, has arrived at Yokohama, and left The M. M. steamer Indus, with the next Council. French mail, left Singapore this morning, at

5 o'clock, for this port via Saigon. The O. S. S. Calchos left Singapore at noon on 14th inst., and is due in Hongkong on 19th

The steamer Lightning, from Calcutta, left Singapore for this port on the afternoon of the The N. Y. K. steamer Kasuga Maru (Aus. tralian Line) left Manila for this port 14th inst, and is expected to arrive here on the 16th

TELEGRAMS. "DAILY FRESS" SERVICE.

[PROM OUR CORRESPONDENTS.]

SHANGHAI, 15th April, 8.20 p.m.

A NEW CAPITAL FOR CHINA. The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

## GENERAL NEWS.

LONDON, 14th April, 7.15 p.m.

HAGUE COURT OF ARBITRATION The Powers have notified that the Hague Court of Arbitration has been constituted but China, Luxemburg, Mexico, and Turkey have not as yet signed the convention.

THE MARKETS. The cotton markets are quiet. The iron and steel market at New York is strong, and an advance in prices is probable.

### SANITARY BOARD ELECTION.

A FIASCO. According to a notice published in the Government Gazette, and pursuant to section 4: the Public Health Ordinance, 1901," Mr. J. W. Norton Kyshe attended at the City Hall yesterday afternoon, at 4 o'clock, as president of "an election by the ratepayers of two members to the Sanitary Board to take the places of Dr. Hartigan and Mr. McKie, who have resigned their seats on the Board." Mr. D. Wood and Mr. Almada e Castro

attended as scrutineers. The ratepayers present were G. C. Andersou F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, G. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, Messrs. R. C. Wilcox and G.

On the stroke of the hour the President rose

Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigun will allow himself to be re-

There was no response for a moment or two. and the President again rose, saying: Contlemen, will you allow me to give you

my experience, just to try and see if I can arouse some interest in such matters. I cannot otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so. A Voice: -Yes, go on!

The President: Well, gentlemen, when first went to the Straits, our neighbouring Colony, in 1880, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, it was the intention of the Government to do away with the Municipality altogether, and, I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because leading inhabitants took no interest in the matter. And I am in a position to say that it inconvenience of the hour named vis. I p.m. was only when the leading members of the community, and the principal inhabitants and business men saw what apathy was leading them to, that they de- be able to do so at 5.15 p.m. The poll should cided to ask for the repeal of the local then remain open till 7 p.m. law giving them more powers; and I do not think that the powers given to them afterwards in any way repaid them for their spathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that. although comparisons are edious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated thoroughfare between No. 1, Queen's Road East here, with respect to their general apathetic and the military married quarters on the hill attitude towards matters municipal. I am is being out up and blocked up by a crowd of afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time can to the sanitary affairs of this Colony. We must abide by the law, notwithstanding its defects, and it is no use of us trying to go against it. By proper representation in the proper quarter, a probable amendment of might take place. I do not think by refusing to be elected you are doing yourself any good and certainly you are doing no good to the

community. Mr. Playfair said that as the president had Hongkong, he would like to hurl Shanghai back again. Shanghai was a model community as well as a " Model Settlement." No apathy was there, and here it was not apathy but diselected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would ment officials. That was the reason why they saw such apathy here. The people were not go. themselves and utilize the place as a private Council should have been present and invited them. They were the people to do it.

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only tifteen present and they did not represent by any means the voice of the ratepayers of the Colony. The President: In reply, I to k I may say that in 1859, Dr. Hartigan and ...r. McKie were nominated by members of the Legislative

Mr. Wilcox: There was a regatta on that occasion, and I think that although the attendance was small, it was more representative than

at present. Here the gathering rose and left the room. except one ratepayer, who stood for several moments gazing pensively at the polling booths which had been erected at the side of the hall. According to law the president and his attendents remained in the hall till 6 o'clock, up to which time there were no names presented to fill the vacancies.

do not hold was selves responsible for the pinions expressed by our correspondents.]

A MEMORIAL TO THE LATE QUEEN

TO THE EDITOR OF THE DAILY PRESE." tv<del>ist</del>opisti

Hongkong, 15th April. Sir, With reference to my letter and your leader of the 9th instant so a memorial to our late Queen I have seemed a number of man. and find that with a few exceptions there appears to be little or no interest in undertaking anything further just now. This is, of course not from any want of loyalty, but from a pretty general feeling of disappointment at the family

of the late public subscriptions The Queens status can hardiffthe called success, and to our discredit it lay for years in the godowns before it was exected. Since then it has had a cast-iron railing put round it, which is entirely out of keeping with it, and the statue itself has never been completed. The Jubiles Boad still remains myth, though

the public subscribed something like \$98,000, and the Government undertook to add a like

The Women's Hospital has been commenced at the Penk, but it can never be the hospital to which I thought I was subscribing; and this ise I know, the opinion of many other men. With there examples before un, it is not

surprising that men do not care to go in for anything new till they see some more results for what they have already subscribed to; still I think something can and ought to be done, and I therefore beg to make the following sug-

gestions: 1. That His Excellency the Governor be asked to dedicate the New Clock Towor at Blake Pier as a memorial to our late Queen.

It would not only be a fitting memorial, but, it having been decided to build this Clock Tower out of public funds, no subscription would be

2. That the public, having subscribed for the Jubilee Statue of our late Queen, should complete that work by the erection of the bronzes at the four corners of the canopy. This would complete the original design and vastly improve the appearance of the whole. It would only cost a few hundred pounds to do, and surely there should be no trouble in raising such a sum.

We should thus not only have a suitable memorial to our late Queen, but also complete work which has been standing unfinished for too long. I am, Sir, yours, &c., R.K. LEIGH.

THE RATEPAYER'S ELECTION.

TO THE EDITOR OF THE "DAILY PRESS."

Sin, -- Referring to the rate payer's mosting of to-day, I think the smallness of the attendance can be largely accounted for by the fact of the

There are certainly many ratepayors who could not attend at that time, but who might SPECTATOR.

# A PUBLIC DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 15th April. SIE, -Are the Capt. Superintendent of Police. the Director of Public Works, and the members of the Sanitary Board aware that a public Chinese coolies?

This is the only suitable road in the vicinity which can be trained to connect Queen's Road East with the Kennedy and Macdonald Roads, and I have been informed that it is the intention of the Government to train this road How is it, then, that these people have been permitted to cut up this road and entirely block it up for private use? This road connects the inhabited street at the back of Wing Fung Lane West, and in case of fire the firemen would have to go right round to Wing Fung

Again, the site witich has been selected will be compled as a timber yard and coolies quarters. This will not only be most dangerous to the neighbouring houses in case of fire, but the timber will prove the best hiding place for thioves and other bad characters It was not long ago that some this you robbed the adjoining military married quarters and hid their spoil in this very locality.

The Chirese coolies will also accommodate ing to attend themselves and say they were going latrine, [and it must not be forgotten that this to be elected. The members of the Legislative site is immediately overlooked by the married site is immediately overlooked by the married quarters and other respectable Chinese family.

houses close by. The Banitary Board has been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action,-I am, yours, sto., PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Corea this month, the forces stationed at various places in Childi will be replaced by three regiments from the First Army Division at Tokyo, while the garrisons in Cores will be relieved by one battalion despatched from the Fourth Army Division at Sendai. A number of steamers will be chartered by the Japanese Army Department for the above purpose.

#### MR. FRANCIS AND THE FOOD COMMISSION.

We gave in our leave of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere :---

Hongkong, 20th December, 1900. Sir,-I have, within the last hour, received from Messra. Osborne, Marshall, Maitland Fung Wah Chun and Hartigan, members of the Food Supply Commission of which I have signed by them and sent in to you with a coverjug letter dated the 18th instant, of which they also sent me moopy. I received from them at the same time a joint letter addressed to my

и сору. I have no objection to make to the report they have sent in to you on the subject matter of the inquiry. It embodies in brief the conit if they had asked me to do so. I only wish to correct one trifling mistake in the last paragraph, which runs as follows:

"(12) We desire to state, in conclusion, that the delay in the publication of the Food Commission report has been due to the Chairman of the Commission being unable to afford time for the prosecution of the inquiry and the preparation of the report.

There was no delay in the presecution of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeded with with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, twothirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, being fully acquainted with my views, and con-

curring in them. Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared mutter from a purely scientific point of which has been sent you.

I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the

I have the honour to be, Sir, Your most andient Servent. JNO. J. FRANCIS. The Honourable The Colonial Secretary,

# HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette:-FINANCIAL STATEMENT FOR 1000.

LOAN ACCOUNT.

Dr.	2. B. U.
To inscribed stock loan at 31 per cent. interest, to be paid off on the 15th April, 1943	341,799.15.1
Or.  By sinking fund	£ s. d. 16,485.13.2
ABBETS AND LYABILITIES, On the Stat December,	1900.
ABBETS.	95 <b>3,000,00</b>
Subsidiary coms	970,000,00
Subsidiary coins Coins in transit Arrears of taxes Arrears of Crown rent	804.32
Laurence de la mart martinismo Ponto Tabrellalev	
Arrears—miscellaneous	, I,ODV.VV
Advances	51,678.39
Advances	103,00
Profit, Money Order Office	881.91
Water account	398.78
The state of the s	\$2,126,488.49
Total assets	25,140,400.40
LIABILITIES.	\$ c.
Military contribution	54,405.78
Contribution towards barrack service	<b>15</b>

Suspense house service Profit, Money Order Office Water account Suspense account	. 8.UM.30
Total assets\$2	,126,488.49
	\$ c,
Militury contribution	<b>54,4</b> 05.76
CONCIENTION COMMERCE CONTRIBUTION	45,000.00
for 1900 Deposits not available Reund of taxes Officers' remittances Money order remittances Transit charges, General Post Office	469,579.03
Retund of taxes	2,300.00 16,867,15
Officers remittances	25,548.87
Transit charges, General Post Office	7,336.00
Civil pensionsPolice pensions	17,500.00 14,200.00
Private drainage works	, ,
Public works	34,779.40
Public works Miscellaneous Balance overdrawn	9,500,80 328,393,35

82,126,488.49 * Not including \$10,415,82, value of silver at Mint. Treasury, Hongkong, 29th March, 1901.

Total liabilities .......

POLICE COURT.

Monday, 15th April.

BEFORE MR. HAZELAND.

A CHARGE THAT FAILED.

The Chinese engineer of the steam launch Dukin was charged with stealing u ten dollar bill, on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was defended by Mr. J. Hays.

A bathing party, it appears, was on beard, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier, P. C. Shepherd was called, and a search made. The note was found in a small. tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that or partly gasified. the note produced was the actual one stolen.

BEFORE MR. KEMP.

THE CHARGE AGAINST AN AMERICAN. Thomas A. Camphell was brought up or remand from Friday, 12th inst, charged with the theft of \$175 worth of property from Feter Mr. Lambert went on to say 'I am enabled to | I have been using liquid fuel as it comes here Larsen, a ship's officer.

Inspector Gauld-The complainant in the case has left the colony, your worship.

His Worship-Then you don't intend to call any evidence?

Inspector Gauld-No, sir. His Worship (to defendant)-You are dis

#### LIQUID FUEL.

ITS UTILITY AS A PROPELLING POWER. In continuation of our abridged report of the interesting paper read by Mr. John Lambert, the Superintending Engineer of the Cosmopolitan Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following :--

Another advantage derived from the use of the honour to be chairman, a copy of a report liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained and in hot and close weather self, of which it appears they have also sent you steady head of steam could also be maintained, as the oil did not require a draught, as is the case with coal. With regard to the very material gain in the deadweight carrying capaclusions at which we unanimously arrived. I city, and which must be a very great advantage should have had very much pleasure in signing of liquid fuel; an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 250 tons of coal on board, but as many merchant steamers do not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore. or say 23 days' steaming. A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer would have an ample supply with 300 tons, and she would therefore be able to carry at least 200 tons more cargo than under existing circumstances. In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid-fuel, if any, and that was really what they had to consider as engineers from a scientific standpoint, mora than the price of fuel. If properly used there should be a saving in quantity of consumption. irrespective of price, and he (Mr. Lambert) as I was so full of work, finish it for me, he knew personally that extremely large quantities could be wasted by inefficient burners and unskilful manipulation of the regulating devices. That should be borne in mind before accepting ostensibly accurate figures. "Looking at the view," Mr. Lambert continued, "certain trials which have been made seem to point to material saving in the consumption, and that if any thing like that can be saved it must be a greater saving when applied to ships in the same advantageous manner, from the fact that the amount of fuel saved means additional freight With liquid fuel there would be no fire tools to repair, or firebars or floor-plates to renew, and the absence of smoke or dust enables the ship to be kept cleaner. In mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the furnace have become heated. To insure a perfect combustion it is necessary to have the brickwork incandescent When the fires are burning as they should and perfect combustion is taking place there should

be an absence of smoke and the brickwork should

assume a white heat. If there is smoke there

cannot be a complete combustion, which can readily be seen from an ordinary petroleum Mr. Lambert then went on to consider the mode of carrying or stowing the fuel on board ships, and the dangers in connection therewith. He said: - "It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered engineers to sail in these ships, and I remember myself at the time very exaggerated yarns about the first ships carrying bulk oil through the Canal, how anxiously all. on board had to watch the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are assafe as other ships and all accidents are generally caused by carelessness. With the carrying of liquid fuel there is much less danger. There is a difference of course in the kinds of oil used. Besides tar and other refuse from gasworks, there are three kinds of liquid fuel. Firstly, refined petroleum, which is scarcely used at all. and that was the kind with which there was, perhaps, the most danger, but the price of refined petroleum does not allow of its use. Then we have the crude petroleum, just as it comes \$1,025.702.80 out of the earth, which would be dangerous because it contains all the napthas, benzines and so on, very light and highly inflammable : but the custom in hot countries where the oil is usually found is to expose the crude oil in open

caused by faulty construction and neglect.

following three classes:-

(3). Furnaces into which the oil is sprayed: The first was the oldest form of burning oil,

and was illustrated by the diagrams which had steamship Mossel. Shell Transport and Trading Company, Ltd., could not be used.

give a description of it as she is now running, from Borneo, in the Well's lamps at the dock. Kinghorn had struck the right note when h but I am serry not to be able to illustrate it on | which gives good results, and is a saving as the board. In the Mossel the fuel is stored in compared with refined petroleum as formerly In these days when the first thing to the ballast tanks, and in the cross bunkers for- used. When the fuel oil comes too thick ward of the stokehold. There is no service for use in these lamps and which it does tank, properly speaking, the oil being drawn sometimes, I have mixed it with a quantity of from the ballast tanks or cross bunker by means refined oil. I believe the same kind of lamps of a small Worthington pump driven (in the are in use at the Naval Yard extension here, first instance) by steam from the donkey boiler. and that the fuel oil is also used there with The donkey hoiler is fired with coal. After success.

leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use fuel rivet forge sent to me for trial and report at a time, the other being in reserve for use i | thereon, and I found it to work very well. A the event of the first becoming blocked. These little trouble was experienced at first lighting filters are small upright cylinders about 3 feet | up, but after the flame was going a little time 6 inches by 6 inches, and take up hardly any and the brickwork was heated up, it was all

means of branch pipes and valves, so that a medium. A number of 2 inch rivets were put observed that the chambers of commerce reblock in one filter does not entail the smallest into the forge, and were heated up very quickly, delay or stoppage. After leaving the filter the Sixteen 2 inch rivets were next put in and industries in whose vigorous life the welfare of oil passes through a heater, warmed by the live timed, and in five minutes the whole sixteen the country and of the Empire depended. There steam going through to the pump, where it is were hot enough for use. They were re- had been an idea prevalent among the comraised to about 185 degrees F. in temperature. markably free from scale, and seemed to mercial community that the league consisted of From the heater it passes through the pump; reach one temperature and remain at that a body of jingoists who wished to add to the and thence to the burners.

to each other and to the central line of the clear and bright, quite a white heat. furnace. There is a cock on the pipes supplying In conclusion I must express my indebtedthe oil to the furnaces, and besides, each burner | noss for a good deal of matter contained in has its independent cock. Thus the burners of this paper to Messrs. Samuel Samuels, Holden any furnace can be worked as a group of three, Wallis, Orde, Rusden and Eccles and others and opened or extinguished simultaneously, or and I trust that my efforts have been the they can be worked as single burners, and one, means of explaining the methods used in burntwo, or three be lighted or extinguished as re- ing liquid fuels and the apparatus pertaining quired. This is of great advantage in getting thereto. up steam as the heat can be applied gently at first, and increased as the furnuce gets warmed up. It is obvious that three small burners, each There were several good remarks in it, not only of which can itself be regulated within in reference to liquid fuel for boilers, but in certain limits, admit of a far more delicate burning it for other purposes, and he was sure adjustment of the heat than one large burner, as is used in other systems. The arrangement also is of great advantage when little steam is wanted, as when the steamer may have to proceed slowly, in a river, or in thick weather, one or two burners in each furnace can be turned off, as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil coming through the burners can be increased or reduced

at will by pumping faster or slower. On the Mossel they usually pump at from 25 to 30lbs pressure. Each burner passes through a hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon as they are turned on. The spray of

heated oil catches at once. Behind the furnace door there is a damper which opens by means of a screw handle on each ! side of the furnace door. The damper opens to the extent of about 6 inches, and is so constructed that it fits tight when closed. A slide closes the hole through which the oil spray passes, so that whon the burners are put out and the boilers allowed to cool, the ingress of cold air is completely prevented, and furnaces cool slowly, thus minimising the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintending engineer of that steamship company. By means of the damper the amount of air entering the furnace can be regulated. Every-means is taken to preven the admission of cold air either while the burners are working or after they are extinguished. The furnace door is flanged, and fits air-light, being further secured by means of door space before closing to light up

The bricking arrangement-differs-in this system to the arrangement of same in other systems. There are two bridges, the first is practically a wall closing the whole diameter of the furnace, with a circular hole exactly in the middle some 15 in, behind this hole is another bridge or pillar, the exact construction of which I am unable to give, as it could only be seen from the front of the furnace through the hole in the first bridge.

The absence of a service tank containing more or less heated oil, fitted with gauge glasses, etc., distinctly minimises the risk of correct in stating that two steamers which were cial supremacy which we had enjoyed, and it fire in the stokehold.

One drawback of the system appears to be the consumption, which is decidedly high. The at 1,200 horse power.

to the engineer 18 tons per day, but this does not quite agree with his further statement that the consumption is .78 of a kilogramme per l

. h. p. per day. This I make equivalent to 21.1 tons per day. The engineer also stated that her consumption of the best Australian coal was .85 of a kilogramme per i. h. p. per hour. Which is to 23 tons, a saving of 2 tons according to my figures. but a saving of 5 tons from the engineer's first | American friends who were present to tell

statement. She carries four engineers, and 14 engineroom hands, which includes men for working the deck winches.

Mr. Lumbert concluded his paper by the following statements in connection with plate furnaces, and liquid fuel in use in the in the matter. He was sorry to say he had

Colony: In course of research I have come across gave his idea of what the experiments amounted some interesting statements in connection with | to, and said that the liquid fuel was frequently tauks and let the sun evaporate the lighter | plate furnaces which perhaps may be of in- used in merchantmem and men-of-war. The recarbons so that the resultants can be used with | terest. At Woolwich under ordinary circumsafety. Some wells or springs in Borneo, I stances, the armour plate bending furnace was been made known, therefore he was unable to believe, were found to contain so little petro- lighted some four or five hours before the plate learn that it did not pay to refine it, and that has | was put in, the time occupied in heating the | had not got so far as to authorise the oil in use been used as liquid fuel and is of such a high | plate for bending depended upon its thickness, | on terpede beats, but if the funaces on those flash point as not to be at all dangerous. Crude one hour per inch being allowed. Taking a boats became dirty they simply put a little oil petroleum varies considerably. They might six-inch plate they got from ten to eleven hours on the top of the fire, which burned sufficiently get it as low as 30 or 40 degrees, or it might go | from the time of starting till the plate was | to take the boat out of danger. up to 400 or 500 degrees. As regards the ready for bending. Let' us now see what third kind (Astatki) exclusively used on the liquid fuel will do. The cold furnace Caspian Sen, it is of a heavy treacly description | was lighted, and after one hour it was found to be sufficiently heated, and a six-inch armour | be the means of eliciting more attention to the Regarding the tanks themselves Mr. Lambert plate seven feet six inches by three feet, subject in the future. He had been looking thought there should be no difficulty in well con- was put in the furnace; and after one hour or into the question of liquid fuel for the purpose structed ships having tight tanks, and not even a lone hour and a half it was ready for bending. of finding out the reason of the non-adoption leaky rivet, as ships constructed to carry oil in | thus in two hours and a half they had the work | of liquid fuel by British shipowners in face balk have their tanks tested to more pressure of ten or cleven hours completely and satisfact of the very great use made of it by Russians than boilers were subjected to 50 years ago, torily performed. Nor did the advantages of in the Caspian Sea. So far as he had been Fires had taken place, but in all cases they were | this system stop there. The plate was remark- able to find out it seemed to him the question ably free from scale, which could only be ac- of supply had not been served. The question Regarding the various methods which had counted for by the absence of the deteriorating was whether they could get supply for their been adopted for burning liquid fuel. Mr. influence of the products of combustion in the vessels. Another reason was whether they Lambert said they could be divided into the ordinary furnace. This important feature could keep up the price. As far as he was said to save 10s. per ton on the metal, could ascestain the cost per ton of liquid (1). Furnaces into which the oil is run or which amount it would lose in deterioration fuel was twice the cost of coal. Messrs. Armdropped and burnt without gasifying or spray. | under the ordinary mode of treatment. This | strong and Whitworth had made experiments method of supplying heat also offered an-(2). Furnaces in which the oil is first wholly other advantage: it could be applied to the speaker then gave some statistics to show the whole or any portion of the plate. Thus if a plate required to be bent at one end only, then the heat was directed to that part. Further the rate at which the metal was heated could be been prepared. The latest example of oil regulated to a nicety by increasing or diminishburning coming under the head of this class | ing the number of jets in use. I am not aware was the arrangement on board the Russian | whether steam or compressed air was used, but teamship Mossel.

I would suppose that if liquid fuel was used in a blacksmith's furnace for welding, that steam

Within the last few days, I have had a liquid that could be desired. Petroleum oil was the M. P. (president) occupied the chair. "The oil can be turned into each filter by fuel used, and compressed air the spraying

The Mossel has two single ended boilers, three the rivet too hot and pieces of molten were already almost too heavy. That had furnaces to each, and three burners to each metal dropping off, as is often the case with prevented people here and there from joining furnace. The burners are arranged in a triangle | rivets which are heated in a coal fire, when the | them, and so he was anxious to dissipate any in the centre of each furnace door, and about | rivets have been allowed to remain too long and | such impression. Their motto was "China for Gin. apart. The barners are Korting's patent, get neglected. A much larger number of rivets | the Chinese, and the trade of China for all the are about 6in, long, and the critice of the nozzle can be heated in this forge than with the world." Let the nations of the earth strive for is so small that the end of a good sized pin would | ordinary rivet forge. The brickwork was quite | the trade of China by friendly competition, and hardly enter. The burners are all set parallel incandescent, no smoke, and the flume was very he was sure they were all willing that

The Chairman said they had all listened with very creat interest to Mr. Lumbert's paper. Mr. Lambert had struck a very good note in bringing it before them that evening. He had not the least doubt but that many of the thinking engineers would take the paper to heart and endeavour to make good use of it. I there were any members a resent who would like to say anything on the subject they would be glad to hear it.

After a pause, Mr. Lambert said he believed there were one or two engineers in the room who, though they were not then using liquid fuel, have been doing so, and their opinions would be valuable.

The Chairman remarked that the discussion was not confined to members of the Institution. If there were any visitors present, who had anything to say on the subject they were at liberty to express their views.

Mr. Soppet said he had been running with liquid fuel for the past 18 months, and found that it was very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood continued the discussion, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kinghorn said it was a subject about which & great deal could be said, but as far as the discussion had gone that evening nothing had been said about the economy of it. He had been looking at the technical a layer of fire-clay placed round the edge of the papers which had lately arrived from home, and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one of econon.y. It seemed to be settled among the profession that it was not safe to use the cil with anything else but steam in some form or other; that was to say, the oil must be vanorised before it was used or allowed to escape. They out here on the coast had given it up for that cost of coal. (Hear, hear.) Then there was country. To develop this power she burns according | another point which concerned the members of would not do to leave a matter of this tirely, and it would hardly be fair to ing that trying period. ask the engineer to keep his watch in the stoke-There were one or two points which struck him in the discussion as being worthy of notice, and he would like to ask some of his them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear)

Mr. Smith, the chief engineer of the U.S.S. Concord, said he had taken a great deal of interest not studied up the subject much. He however sults of the Navy Department's labour had not throw any additional light upon them. They

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would with liquid fuel with beneficial results. The benefits to be desired from the use of oil, and referred to Kitson's light, which he said would affect the lighting by and by. (Hear, Hear.)

Mr. Kirkwood went back to 1871 to show what was done with the second launch which was upon the waters of the Harbour in th matter of coal far. As soon as they found use for it up went the price.

The Chairman in conclusion said that after what they had heard he must say that M spoke of economy in burning the liquid fue. thought of was economy in running a steame it was necessary to consider what fuel or class of boiler it was best to use. He suggested the discussion be postponed for a fortnight.

This was agreed to and a vote of thanks to Mr. Lambert and to the Chairman brought the proceedings to a close.

THE CHINA LEAGUE.

The secretaries of the principal chambers of commerce of the United Kingdom were entertained at lunckeon on the 13th ult. by the China League at the Hotel Metropole. Mr. Yerburgh,

The Chairman in proposing "Our Guests," presented the interests of our great trading There seemed to be no possibility of getting responsibilities of the British Empire, which the best man should win. Given fair play, he believed that the Britisher would They hoped to gather into the ranks of the league those with special knowledge of Far Eastern affairs, and to be able, with the help of auch experts, to furnish chambers of commerce with information which would be of value to them as affecting the various interests which they represented. They also had the advantage of having associated with league members of Parliament like Mr. Walton, who had approached the question with an intelligent appreciation of the issues involved, and had put before the country the result of his experience. It was obvious that with such gentlemen in their ranks the league stood in a strong position to give the advice which chambers of commerce at one time or another might need, and they would also have the benefit of being represented in the House of Commons by men who had made a special study of the subject. He hoped that the great chambers of commerce would see their way to give the league their support, without which, he confessed, they could not do the work to which they had set their hand.

Mr. Helm (secretary of the Manchester Chamber), in responding, said he believed that the chambers of commerce were more than ready to respond to the chairman's appeal. He was of opinion that the movement would spread, and one ground on which he based his expectation of the success of the league was that it had nothing to do with party politics or anything to divert attention from its main object.

Mr. Kenric Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position would improve.

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China

League. Mr. Walton, M.P., in responding, wished to make it clear that this league was founded without the slightest feeling of antagonism towards the older institution known as the China Association. It was felt that, in addition to the excellent work which had been done by that association, there was, at the present time, when other nations seemed to be making more vigorous efforts than ever to secure the trade of the Far East, and especially in view of the crisis in China, need for a more active propaganda to be adopted. By means of educational work they hoped to excite greater interest in upholding commercial position in China. It was unfortunate that the war in South Africa had resulted in this country not being able to exercise a more powerful influence in connexion with recent Chinese had tried compressing it in various forms, and laffairs. It must not be forgotton that we had tried to mix it with water, but with very little opened China to trade and did more trade with success, and up to the present the great difficulty | China than all the other nations put together. had been the quantity of water required to use Germany, the United States, and Japan were it on board steamships. He thought he was seeking to oust us from the position of commerwas with a view to creating interest in this sole reason, that it cost them more to question on the part of employer and employed keep up the fresh water supply than the alike that the league sought the co-operation of Mossel is 1,500 horse power, but is usually run dinerence between the cost of oil and the the chambers of commerce throughout the

Captain Percy Smith, who went through the the Institute in this part of the world. It siege of the Legations at Peking, afterwards vinced of the necessity of cleanliness in its narrated his experiences, and bore testimony to kind in the hands of the native firemen, of the confidence which Sir Claude MacDonald efforts to stamp out plague, is determined to at least it would not do to trust them en- inspired in Britishers and foreigners alike dur-

# EXPORT CARGO.

Per steamer Stentor, sailed on the 2nd Apr. For London: 592 half chests tea from Amoy 1,159 bales hemp, 100 bales feathers, 50 bales W. silk, 49 balés canes, 632 rolls matting, 200 casks preserves, 100 cases P. L. fans, 100 cases gallnuts, 70 cases Chinaware, 59 cases cigars, 28 cases blackwoodware, 2) cases bambooware 10 cases essential oil, 5 cases curios, 36 pkgs. P. effects, 40 pkgs, sundries. For London opt. Manchester:-120 bales waste silk. For London opt. Glasgow:-100 casks ginger. For London opt. Hamburg :- 55 bales canes. For Glasgow:-7 cases curies, 3 pkgs. blackwoodware, 2 pkgs. samples. For Hamburg:-4 cases shell.



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Hongkong, 10th April, 1901.

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WNERS of HOUSES situated in the U Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 30th day of April, 1901, and the Sanitary Board being con-

rigorously prosecute any owner in default after the above named date. The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti

Mong Kok Tsui, Tai Kok Tsui and Sham Shui By Order of the Board. G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st April, 1901.

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Hongkong 1st June, 1899.

NOTICE.

GASCOIGNE'S RS. GASCOIGNE'S THUPSDAY
AFTERNOON "AT HOMES" will be discontinued until further notice. Hongkong, 16th A. ril, 1901. JUST-OPENED.

FINE CONSIGNMENT of FRENCH PRESERVES of a well known make. above perts TO-DAY, the 16th inst., at 4 P.M. Quality will speak for itself. H. RUTTONJEE,

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PERFORMANCE TO DAY.

APANESE THEATRES are well-known in the world, and all the big Foreign Circuses have to engage Japanese Artists to for First and Second Class Passengers, and join in the Performances. This Company has to | carries a Doctor and a Stewardess. p y a high price to engage over twenty male and female Artists, and the arts they perform have been well practiced. Great applause has been given from all the places they have been to. Now this Company has come to Hongkong en route, to stay a short period. The best arts they perform are to play Bicycles on steel wire, exercises on high pillars and jump sever il tens of feet high on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great applause. It is a fact that the artists are unparalelled.

Come and see! Locality on Praya, the Reclamation Ground, with Electric Light, and carries a Doctor. opposite Bonham Strand West. Day Performance from 2:30 P.M. to 5 P.M. Night Performance from 8.30 P.M. to 11 P.M.

PRICES:-First Class Second 0.30.Hongkong, 16th April, 1901. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

THURSDAY. the 18th April, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road. SUNDRY HOUSEHOLD FURNITURE, &c. Comprising:-

DRAWING, DINING and BED ROOM FURNITURE. OVERMANTELS, PICTURES, BOOKS. | THE Steamship CROCKERY, GLASS and PLATED

WARE. Two CAMERAS. Two PIANOS and One CONCERTINA. One NEW BICYCLE: Two COOKING STOVES,

TERMS OF SALE:-As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 16th April, 1901.

THE UPPER YANGTSE SYNDICATE. LIMITED. (In Liquidation).

THE YANGTSE VALLEY SYNDICATE, LIMITED (IN LIQUIDATION).

IN the matter of the Companies Acts 1862 to 1890, and in the matter of the Upper YANGTSE SYNDICATE, LIMITED, and THE YANGTEE VALLEY SYNDICATE, LIMITED.

amalgamate, a new Company has been registered for the purpose under the name of the YANGIBE VALLEY COMPANY, LIMITED, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:-NOTICE IS HEREBY GIVEN that the

creditors of the above named Syndicates are required on or before the 31st day of July. 1901. to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are by their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Dated this seventh day of March, 1901. . E. ELTHAM JOHNSON,

Liquidator. THE UPPER YANGTSE SYNDICATE, LD. 110, Canton Street, London, E.C.;

G. G. WALKER, Liquidator. THE YANGTSE VALLEY SYNDICATE, LD., 19, St. Swithin's Lane, London, E.C.

We concur in the statement preceding the For the YANGTSE VALLEY Co., LD., THOS. GILBERT,

Secretary. AUSTRIAN LLOYD'S STEAM NAVI

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"TRIESTE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Hongkong, loth April, 1901.

ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. HE Company's Steamship

"THALES," For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers. Hongkong, 15th April, 1901. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG. THE Company's Steamship

"HAILOONG." Captain Bathurst, will be despatched for the For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Munagers. Hongkong, 16th April, 1901 FOR SHANGHAL AND HANKOW HE Steamship

"SUEVIA. Captain Wagner, will be despatched for the above ports TO-DAY, the 16th inst., at 5 P.M. This Steamer has superior accommodation

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 16th April, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. HE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 19th inst, at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managers. Hongkong, 15th April, 1901 COMPAGNIC DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT. the 22nd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 15th April, 1901.

FOR SHANGHAI.

"ELITA NOSSACK." Captain Bruhn, will be despatched for the above port on TUESDAY, the 23rd inst., at 4 p.m. For Freight, apply to EAST ASIATIC TRADING CO., LD.,

Hongkong, 15th April, 1901. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN AND QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, -Tabmania, &c.)

THE Steamship "GUTHRIE." Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-The above two Syndicates having agreed to ber, which ensures the supply of Fresh Provi-This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th April, 1901. FROM HAMBURG, PENANG AND

SINGAPORE. HE H.A.L. Steamship

Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for at present carried on by W. POWELL & Co., countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th instant. Any Cargo impeding her discharge will be be further developed, especially in the furnishlanded into the Godowns of the Hongkong and | ing department, with an increasingly profitable Kowloon Wharf and Godown Company, trade.

Limited, and stored at Consignees' risk and No Claims will be admitted after the Goods as certified by WM. H. GASKELL, Accounthave left the Godowns, and all Goods remaining | aut, and the Company will take the net profits undelivered after the 22nd inst. will be subject as from the 1st July, 1900.

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M. No Fire Insurance will be effected. SIEMSSEN & CO.

Agents. Hongkong, 15th April, 1901. NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA." FROM TACOMA, VICTORIA YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

FITHE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their TLINGS, PLANED, TONGUED, and GROOVED Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk

and expense. DODWELL & CO., LD. Agents. Hongkong, 15th April, 1901.

ENTERIAL DIMENT

CITY HALL, HONGKONG.

TUDER the Direction of Mr. ROBERT Representative-Mr. ALLAN HAMILTON.

TO NIGHT (TUESDAY), APRIL 16th.

THE COMEDY BROUGH COMEDY CO. BROUGH BROUGH COMEDY CO.

Mrs. Brough. Miss Ada Rochfort. Miss Temple. Miss Gillies Brown. Miss Grace Noble. Miss De Courcy Miss Bessie Thompson.

Miss Evelyn Martheze. Mr. BROUGH. Mr. H. Grattan. Mr. W. T. Lovell. Mr. M. Majeroni. Mr. Reg. Dartrey. Mr. G. McMahon. Mr. Leslie Victor. Mr. McIntyre.

Mr. P. Brough. TUESDAY AND WEDNESDAY, April 16th and 17th. FIRST PRODUCTION IN HONGKON

OF THE "TYRANNY OF TEARS" "TYRANNY OF TEARS" "TYRANNY OF TEARS" A Comedy in Four Acts, by C. HADDON

THUESDAY AND FRIDAY, April 18th and 19th. FIRST PRODUCTION IN HONGKONG

"THE LIARS" "THE LIARS" "THE LIARS" An Original Comedy in Four Acts,

by HENRY ARTHUR JONES. SATURDAY AND MONDAY, April 20th and 22nd, FIRST PRODUCTION IN HONGKONG

"THE GAY LORD QUEX" "THE GAY LORD QUEX" "THE GAY LORD QUEX'

An Original play in Four Acts, by ARTHUR The Box plans for the First SIX PERFORM-ANCES are now on view at THE ROBINSON PIANO CO.

PRICES AS USUAL. Boxes ... ... ... ... \$15.00 Dress Circles and Stalls ... \$-3.00-Pit ... \$ 2.00 Back Seats... 8 1.00 Curtain 9 P.M. Doors open 8.30

Carriages 11.30. Hongkong, 8th April, 1901.

WILLIAM POWELL, LIMITED.

INCORPORATED under the Companies' Ordinance of Hougkong, whereby the the 20th April, 1901, at Noon, at his Sales Liability of Shareholders is limited to the amount of the SHARES.

CAPITAL ... ... ... ... ... ... ... ... \$120,000 DIVIDED INTO 12,000 SHARES OF \$10 EACH. 5,000 Shares have been Subscribed Privately. the remaining 7,000 Shares are offered to the Public.

DIRECTORS ALEXANDER TILLETT, CANADIAN PACIFIC RAILWAY Co. HENRY HUMPHREYS, Messes. John D. Humphreys & Son.

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

GENERAL MANAGEMENT. The Management of the Business will be conducted as heretofore until the engagement of a competent Manager by the Co.'s Agents in London.

Messrs. MOUNSEY & BRUTTON, 39 and 41, DES VŒUX BOAD.

> AUDITOR: WILLIAM H. GASKELL.

PROSPECTUS. The Company has been formed for the pur-

pose of acquiring and extending the business Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers. &c. The business was established over sixteen years ago by WILLIAM POWELL Junior, who has now to retire owing to ill-health. The vendor is confident that the business can

The purchase price is based upon the Balance Sheet of the vendor dated the 26th July, 1900,

The vendor will provide all preliminary expenses of the formation and bringing out of the Company, and the issue of its Capital. The vendor, WILLIAM POWELL, Junior, will enter into an agreement with the Company

for the sale and purchase of the business. Prospectuses together with Application Forms, can be obtained at the Hongkong AND SHANGHAI BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des Youx Road. Share Lists will CLOSE on the 30th day of April, 1901. Hongkong, 4th April, 1901.

PORATION, LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCAN-BOARDS, FOR FLOORING, CEALING, WALLING. &c. TEAR SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS for all

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

AUCTIONS

PUBLIC AUCTION. HE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Dr. A. P. DE CARVALHO (Deceased).

TO-DAY (TUESDAY). the 16th Apri, at 11 A.M., at their Sales Rooms, Ice House Street, SUNDRY GOODS. AND EFFECTS (belonging to the above Estate). TERMS :- As usual. HUGHES & HOUGH,

Anctioneers. Hongkong, 13th April, 1901. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO DAY (TUESDAY). the 16th April, 1901, at 2 P.M. sharp, at his Sales Rooms, Duddell Street, (Arrived from the North). A FINE AND VALUABLE COLLEC. TION OF

From Various Dynasties. Comprising: PORCELAINS in FIVE COLOR, HAW. THORN PATTERN, BLUE and WHITE, RED. GREEN, &c., &c. OLD PEKING CLOISONNES and very RARE BRONZES. JADESTONE VASES, BUCKLES and SOOCHOW LACQUER. PEKING

CHINESE PORCELAIN

AND CURIOS.

INGS, &c., &c. AFINE LOT of EMBROID SRIES. TERMS.—Cash on delivery. On View from Monday, 15th April. Cutalognes will be issued.

SNUFF BOTTLES, BAMBOO CARY.

GEO. P. LAMMERT. Auctioneer. Hongkong, 12th April, 1901.

PUBLIC AUCTION.

TITHE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY). the 16th April, 1901, at 2.30 P.M., at the COMMISSARIAT DEPOT GODOWN. A QUANTITY OF SURPLUS STORES

ONE HORSE. TERMS :-- As usual. HUGHES & HOUGH. Government Auctioneers. Hongkong, 15th April, 1901. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction. TO-MORROW (WEDNESDAY), the 17th April, 1901, at 245 P.M., at No. 6, Ormsby Terrace, Kowloon,

A QUANTITY OF -HOUSEHOLD FURNITURE. (Parficulars can be seen from Catalogues). TERMS:—Cash on delivery. On View on day of Sale. GEO. P. LAMMERT.

Auctioneer. Hongkong, 15th April, 1901. PUBLIC AUCTION.

HE Undersigned has received instructions L to Sell by Public Auction, SATURDAY.

Rooms, Duddell Street (FOR ACCOUNT OF THE CONCERNED), The American steamer "TANANCO," 428 Tons Gross, 251 Tons Nett, as she now lies on Prates Shoal (recently stranded). The steamer with all her GEAR, TACKLE. APPURTENANCES and BUNKER COAL will be put up in ONE Lot and her cargo in ANOTHER. TERMS:-Cash on the fall of hammer, when

the Steamer and Cargo will be at Purchasers GEO. P. LAMMERT, Auctioneer. Hongkong, 13th April, 1991.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 22nd day of APRIL, 1901, at 3 P.M., are published for general information. By Command.

T. SERCOMBE SMITH Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 6th April, 1901.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 22nd day of APRIL, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land at Pok-fu-lam Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His Majesty the KING, for one further

DOMBAY-BURMAH TRADING COR- VIHE YAU SHUN CHOP, dealer in Fine month.

Chungking Singapore Tientain. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

Hankow

Penanc

Pelcing ....

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE

12TH NOVEMBER, 1896.

HEAD OFFICE-SHANGHAL.

BRANCHES AND AGENCIES.

PAID-UP CAPITAL ...

Canton

Chefoo

Chinkiang

HONGKONG BRANCH. Advances made on approved securities. Bills Discounted. INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily 3% per annum on Fixed Deposits for 3 months. E. W. BUTTER, Manager.

THE CHARTERED BANK OF INDIA

Hongkong, 1st January, 1901.

INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE-LONDON. CAPITAL PAID-UP.....£800,000 RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent.

T. P. COCHRANE. p. Manager, Hongkong Hongkong, 15th October, 1900.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG ANDSHANG. HAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION.

T. JACKSON:

Chief-Manager. Hongkong, 4th October, 1900. TONGKONG & SHANGHAI BANK-ING CORPORATION. PAID-UP CAPITAL ......\$10,000,000

RESERVE FUND-STERLING RESERVE \$10,000,000 SILVER RESERVE ... 3,000,000 _____\$13,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. R. SHEWAN, Esq.-Chairman. Hon. J. J. KESWICK-Deputy Chairman. A. Haupt, Esq. P. Sachse, Esq. D. Meyer Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq. Paul Witkowski, Esq. CHIEF MANAGEE:

Hongkong-SIR THOMAS JACKSON. MANAGER : Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent, per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent per Annum.

For 12 months, 4 per cent. per Annum. T. JACKSON, Chief Manager. Hongkong, 9th April, 1901.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL .....£1,500,000 PAID-UP .....£ 562,500 BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance. ON FIXED DEPOSITS :-For 12 months......4.42 31'/

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED. CAPITAL, FULLY PAID-UP ... \$1,000,000 RESERVE FUNDS ... ... 125,000

Directors:

C. EWENS, Esq.

J. S. VAN BUREN, Esq.

HO TUNG, Esq. General Managers Messrs. JOHN D. HUMPHREYS & SON

Bankers: THE HONGKONG AND SHANGHAL BANKING CORPORATION.

tors or Administrators, as Trustees. Receivers. House and Estate Agents for Residents or non-Residents, and, on Commission. to buy or sell Property, to advance money against Mortwill subsequently REMOVE to the CHAM gage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony. JOHN D. HUMPHREYS & SON. General Manazora. Hongkong, let February, 1901. [387]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL ..... over £240,000 RESERVE LIABILITY OF SHARE-SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000

> HELD OFFICE 36, Nicholas Land, Loudest E.O. BRANCHES: Hongkong, Shanghai, Singapore. Yokohama, Kobe, Penang, Bembay, Calcutta, Madrae, Colombo, Rangoon, Java, Lyons, and

> BANKERE The Bank of England and the Capital and Counties Bank, Limited. General Manager F. C. BISHOP.

On Current Accounts 2 per cent Fixed Deposits 37 months ... 4 12) notice The Bank buys, sells and receives for col-

INTEREST ALLOWED.

lection Bills of Exchange on and transacts general Banking business with the above places. Hongkong, 3rd April 1901. FIRE NATIONAL BANK OF CHINA TALMITED

PAID-UP CAPITAL..... 2 324,374 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq. | C. EWENS, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager, JEO. W. F. PLATFAIR.

Interest for 12 Months Fixed ..... 5'/ Hongkong, 23rd Marck, 1899.

(INCORPORATED BY SPECIAL TEPERIAL CHARTER). PAID-UP CAPITAL

TYTHE BANK OF TAIWAN (FORMOSA)

LIMITED.

HEAD OFFICE :- TAIPER, FORMUSA. JUICHT BOYEDI, Esq., President. Head Office Manager: HIBOME KAWASAKI,

BEANCHER AND AGENCIES. Osaka Kyoto Yokohama Nagasaki Hakodate Moji London New York S. Francisco Tainau Shanghai Tientsin Hongkong Amoy Newchwang Chemulpo Fusan. HEAD OFFICE :- INTEREST ALLOWED.

On Current Account ...... 5.475 / per annum

" Savings Bank 6.205/, " ......

On Fixed Deposits :-6 , 7 % per annum Credits granted on approved Securities and every description of Banking and Exchange husiness transacted. Drafts granted on the chief commercial places both in Japan and Abroad.

application. HIROMI KAWASAKI, Managur. Taipeh, 5th October, 1900. THE EUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

Further particulars may be obtained on

HEAD OFFICE-SHARGHAL BOARD OF DIECTORS: BERLIN. BRANCHES: Calcutta Hankow Berlin Teington (Kiantschou) Tientain

Mesers. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD. DEUTSCHE BANK (BEBLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be

LONDON BANKERS:

learned on application. Every description of Banking and Exchange business transacted. H. SCHOTTLAENDER, Acting Manager Hongkong, 8th February, 1900.

TOKOHAMA SPECIE BANK LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP ...... , 18,000,000

6,000,000

8,130,000

THE

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES Tokio Nagaanki Kobe New York Lvons London San Francisco Honolulu Bombay Newchwang Tientein Shanghai

CAPITAL UNCALLED .....

Reserve Fund......

LONDON BANKERS THE LONDON JOINT STOCK BANK, LIMITED PARE'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

HONGHONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TARO HODSUMI, Hongkong, 21st November, 1900. CARTRIDGES! CARTRIDGES!!

TUST LANDED & NEW STOCK of ELEYS and KYNOCH'S SPORT-ING CARTRIDGES and NEWCASTLE CHILLED SHOT. 20 BORD CARTRIDGES.

> WM SCHMIDT & CO., Gunamiths.

Hongkong, 3rd January, 1901,

term of 75 years.

PARTICULARS OF THE LOT. N. | S. | E. ft. ft. ft. No. Conduit 215* 312' 200' 135* 46,200 318 6,544 1.824 Road NOTICE.

Cloth for over one hundred years in the YEE SHUN FIRM, of CHAM MOOK LAN. Canton, has now REMOVED to the CHUN WING FOOK, incense shop, of CHAM MOO LAN, whilst the new shop is being prepared, and MOOK LAN STREET EAST at the end of this Dated 1st April, 1901.

YAU SHUN, Chan Mook Lan East, Canton.

For 6 months, 31 per cent. per Annum.

j. Thurburn, 21°/ Manager, Hongkong. Hongkong, 1st April, 1901:

C. S. SHARP, Esq.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Execu-

### HONGKONG BUSINESS DIRECTORY. BOOKBINDING

"DATLY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work. BUILDERS

KANG ON Contractor : 30, D'Agnilar Street. Local and Coast Port Buildings, Timber, Brick and Granitone Mechanics engaged, Estimates given

CHEMISTS DRUGGISTS, &c.

THE PHARMACY, 10. Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and

Cigars. THE VICTORIA DISPENSARY. Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic

Requisites, Queen's Road. FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859. Every Household Requisite. Depot for Edstman's Kodak Vilms and Accessories 17a. Queen's Road Central. JEWELLER -

MAISON LEVY HERMANOS. Diamond Merchants and Watchmakers, 40. Watson's Building, Queen's Bond. Also at Shanghai, Manila, Paris and Hollo. PHOTOGRAPHERS

A FONG A G VERY AND The largest and most complete Studio in Hongkong. Established 1859. Views. Enlargements, Ivory Miniatures, Oil Paintings, &c.; Toe House Street.

MEE CHEUNG Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc; Development Works, Amateurs' Requisites.

M. MUMEYA, Japanese Artist. Bromide and Grayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. World done for Amateurs; No. 8A, Queen Road Central

II. YERA, Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Wanchai Amateur's Requirements a Specialty. PRINTING

"DAILY PRESS" OFFICE. Proofs read by Englishmen. STOREKEEPERS

F. BLACKHEAD & CO.. Navy Contractors, Shipchandlers, Sailmakers. Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO., Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to-Vessels in the Harbour

KWONG SANG & CO., Shipchandlers, Bailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEIMUND, 43 and 45, Des Voux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storckeepers; Sole Agents for Shipowners Composition ("Greyhound Brand ) and Blundell, Spence & Co.'s Composition.

R. HAUGHTON & CO. Naval Military and Court. 16, Queen's Road, Opposite Kuhn's Curio Store. TOBACCONISTS

TAILORS

D. S. DADY BURJOR, "Los FILIPINOS." Importer of the Best Manila Cigars; 25, Pottinger Street. WATCHMAKERS

DROZ & CO... 10, Queen's Road Central, Repairs of Watches and Clocks by competent European experts, at moderate rates.

# OREGON LUMBER.

FITHE Undersigned, being closely connected with the leading MILLS at PORT-LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. estemssen & co.

Hongkong, 14th February, 1901. FEESANG & CO.

COAL MERCHANTS. have always on hand LARGE STOCKS OF EVERY DESCRIP. TION OF COAL.

Address-Care of Mesers. Kwong Sang & Co. No. 144. DES VŒUX ROAD. TAVID CORSAR & SON'S MERCHANT NAVY

NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULING. ARNHOLD, KARBERG & CO., Sole Agents.

FORTLAND CEMENT J. B. WHITE & BROS

SOLE AGENTS FOR CHINA. HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899. AMERICAN MACHINERY.

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TOUSE at MOUNT KELLETT SPUR. now in occupation of H. MATHESON BROWN, Esq. Apply to—

LINSTEAD & DAVIS. Hongkong, 27th March, 1901. TO LET.

NO. 45. ELGIN STREET, a SIX-ROOMED HOUSE. Immediate posses-

Apply at-No. 43, Elgin STREET. Hongkong, 11th April. 1901.

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TWO very spacious and well ventilated TWO STORIED EUROPEAN RE-SIDENCES with GARDENS and TENNIS Lawks, each containing 6 Rooms, Barn-ROOMS and OUTHOUSES, in MACDONNELL ROAD, on Inland Lot No. 1,509. Apply to—

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OND FLOORS of Nos. 62A and 64. GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL. Apply to-

ON CHAI & CO., 2nd Floor No. 52, Gage Street. Hongkong, 16th January, 1901.

TO-LET. HOUSE in RIPON TERRACE.

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 18th March, 1901.

TO LET. 66 TILLINGFLETE," PEAK ROAD.

6 ROOMED HOUSE from 1st May. Apply to-ARRATOON V. APCAR & CO. Hongkong, 14th March, 1901.

TO LET. TYOS. 2 & 5. RICHMOND TERRACE-Immediate Possession.

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TO LET. in Duddell Street.

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Possession April 1st. O. 1, STEWART TERRACE.

Apply to-J. W. NOBLE. Hongkong, 6th March, 1901.

BOARD AND RESIDENCE. GILLANDERS

"GLENWOOD," 21, CAINE HEAD. Hongkong, 20th September, 1900.

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ENGLAND. Hongkong, 28th August, 1900.

PUBLISHED BY SPECIAL ARRANGEMENT. WOMAN'S WORLD: DOM STIC AND SOCIAL.

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THE DUTIES OF MOTHERHOOD.

MRS. ADA S. BALLIN, Edi or of " Baby : The Mother's Magazine," and of " Womanhood."

Opponents of woman's progress are apt to

contend that with the so-called emancipation

of women from the former condition of household drudge and entire dependency on her "lord and master," the duties of motherhood are apt to be neglected, and that wemen who in bygone years would have been the devote slaves of their little ones now either remain childless, have fewer children, or hand the care of these children over to strangers. Although this may be true, if true it is, I think, only so in a very limited number of cases, for as long as human nature remains as it now is, the joy and privilege of materalty must appeal to the majority of women, and I am convinced that not only do the women of to-day take motherhood more seriously and feel more impressed by their repensibility than they did in former years, but that the superior education of the woman of to-day, and the activity of her mental life is a direct benefit to the children. The deveted slave of former years may have sucrificed every other pleasure in life to the care of her children, and yet that care being untempered by judgment and not based upon a knowledge of infant necessities, was, I think, of less value to the children then, than the intelligent culture now bestowed upon them. Women may and do have fewer children than in former years, but among those of the middle and upper class a there are fewer deaths, less diseass, fewer deformities, and a vastly improved general condition of health. Now, as in all ages, the baby brings love with it, aptitudes which also need to be taken specially but although love may possibly perform miracles it cannot give knowledge, nor save the little one from sickness, sorrow, and death, which such | which treats all children as if each were a knowledge may avert. Those women who bene- counterpart of the other. Under such a system, fit by the higher education, have acquired a cer- the weak ones are constantly overstrained, while tain habit of intelligent thought, of concentrat- the strong ones cannot attain their fulest ing their attention on the duties in hand, and of power. For this reason, stereotyped education carefully considering what is best to be done. in schools is not the best means of cultivating They would not, like the young mother of a the highest talents. A curious thing was former age, fly to so-called "experienced nurses," pointed out to me the other day by a whose knowledge is very often of a far more graphologist, the truth of which was, of harmful than a beneficial kind, or to equally un- | course, evident when I began to think about it.

educated classes who had engaged an expensive I remembered a remark once made by a great monthly narse and a doctor of good repute, left | statesman on the same subject, that the School the care of her new-born infant, while she her- Board was a vast machine for crushing all kinds self was ill, entirely to them. The child was | and shapes of children's brains into one mould. born healthy and in capital condition, but at the | While the broad lines of education must of end of the month, it had lost severely in weight, and ran a good chance of dying from in. of any tendency to check individuality and, by digestion, when the mother sent for me all in a hurry to see what was the matter. What I found was this: the nurse had been giving the bottle too hot, which had set up catarrh of the stomach, and had been giving milk almost undiluted, which would be enough to disorder any ordinary infant's digestion. The doctor knowing such a supposed exedient nurse had been engaged, had evidently not troubled himself about the matter at all. As soon as the mother was well enough to dispense with the nurse, the baby was put on artificial human milk, and with care and attention has grown up to be a fine little fellow. This only shows how unwise it is for a mother to trust to aryone, even those whom she has been taught to think are fitted by education to take better care of her child than herself. It is the mother's duty to study exactly what the infant requires, and the best method of supplying all its wants. I cannot urge mothers too strongly to be

reasonable, or, if not, to roject it.

cautions as to those to whom they entrust the care of their children even indoors, and much more so out of doors. Most nurses come from a class who are prodigal of infant life, and who think that the mere fact of having had children, quite independently of whether they have lived or died through ignorance, is sufficient to give them claims to the respect of a young mother. One day in an omnibus, an elderly woman COMMODIOUS GODOWN on First Floor informed me that the baby she was nursing was her fortieth granchild. "Nineteen living," she said, "twenty-one we've buried. One of my daughters had thirteen, and buried eight." As she was getting out of the bus, she let the child's head hang over her arm, so that the least jerk would have dislocated its neck. " Mind his head!" I cried. "Oh, talk to me," she indignantly said, "with my experience!" Yet her experience had buried more than half the

children experimented on. Parents should never forget the immense responsibility conferred upon them by having brought children into the world. There are many who either tolerate children as a necessary evil, or treat tham as playthings formed for their special amusement, rather than as rational human beings who are affected from the very first for good or evil by their surroundings. Parents. of considerable intelligence, who might manage, the early life of their children extremely well if they would devote more attention to it, too often accept no liability for the same. fall into the mistake of thinking that it will be soon enough to look after them when they are a little older, and saying, "You cannot do anything with babies," they leave them to the charge of servants. Yet it is the earliest impressions that are of the most importance as regards the future of the child: for from birth to the age of seven years, the growth and development of all the functions of the body and mind are immensely more rapid, so their care required during this period [73] is immensely greater than at any other time.

Education, both mental and physical, should begin from birth. Not only can the senses be trained from the very first, but inherited evils of temper, etc., ought to be watched for and checked as they arise. Charles Darwin, who made a very careful study of the growth and development of his child, showed that during the first seven days only such reflex actions as yawning, stretching, and screaming were performed, but on the seventh, the mind was beginning to be reflective and to re-act on the body, for when the naked sole of the baby's foot was touched with a piece of paper, baby jerked it away and curled its toes. At this time a warm hand applied to the baby's face excited a wish to suck. Even as early a during the first fortnight the child would start on hearing a sudden sound, and blink his eyes. Once, when the baby was sixtysix days old, his father sneezed, wherenpon the child started violently frowned looked frightened, and cried rather badly, being for an hour afterwards in a nervous state. A few days before he had started at an object suddenly seen. This shows how early children become susceptible to their surroundings, and incidentally that great care should be taken not to startle them by sudden sights and sounds at a time when this may already tend to set up : habit of nervousness. The passion of anger is early seen in young children. In Darwin's baby it showed itself at four months old, and when a little over seven months he screamed with rage because a lemon slipped away and he could not reach it with his hands. At eleven

months old, if a wrong plaything were given to him he would push it away and beat it. For the proper training of children watch fulness and knowledge are constantly required Broad general rules of life apply to all children alika, but even in such elementary matters a feeding, infants require special study, and food that may suit one child admirably might as surely bring another to its grave. Each has physical peculiarties needing study and cares and each child has intellectual qualities, and nto consideration. No system of education, either physical or intellectual, can be complete. trustworthy friends for advice, and then fellow It was that in endeavouring to study the characit blindly; but they would rely upon their own | ter from the handwriting of these who have judgment sufficiently to adopt advice if it seemed | been educated under the School Board, there is so great resemblance that individuality seems to Take a case in point. A young mother of the have been stamped out, and when she said that, necessity be the same for all, we should beware

> likely to rise to any kind of pre-eminence. If the mother educates the child, it may equally truly be said that the child educates the mother, and let the woman candidly acknowledge that whether she be an ordinary woman of the world, or one of the advanced type that modern education gives, motherhood is the crown of a woman's life.

so doing, produce a stereotyped individual un-

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For the BANQUE DE L'INDO CHINE. L BERINDOAGUE, Acting Manager. Hongkong, 26th February, 1901.

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Hongkong, 3rd October, 1900.

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Hongkong & Canton, 11th April, 1901.

NOTICE.

WATE have This Day Authorised Mr." VV PAUL BREWITT to SIGN our DARTLY & CO. Hongkong, 10th April, 1901.

NOTICE.

URING the Absence of our Mr. E. W. MITCHELL from the Colony, Mr. EDMUND GUMPERT will take CHARGE of this Branch of our Firm. CALDBECK, MACGREGOR & CO.

TATANTED-A SEWING MACHINE (Chain Stitch). WILCOX & GIBBE preferred.

MACHINE Care of Office of this Paper. Hongkong, 12th April, 1901

WANTED. EUROPEAN NURSEMAID.

Hongkong, 25th March, 1901.

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"SURGEON." Care of Daily Press Office. Hongkong, 6th March, 1901.

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12. Queen's Road Central. Hongkong, 16th February, 1901 ARGE GODOWN WANTED STORAGE of COAL.

State situation, size, rent, to-Care of Office of this Paper. Hongkong, 14th February, 1901

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FROM PORTLAND, ORE., AND JAPAN PORTS.

THE Steamship "SKARPSNO," Captain Tollepsen, having arrived from the

above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alonguide. Cargo impeding the discharge will be landed at once, and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by T. M. STEVENS & CO., Agents.
4. Duddell Street.

Hongkong, 18th April, 1901. OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Steamer

'ULYSSES' are bereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns- of the Kowloon Godown Co., Ld.; in both cases it will lie at Consignees' risk. The

Cargo will be ready for delivery from Craft or Godown on and after the 16th inst. Optional cargo will be landed, unless notice has been given prior to steamer's arrival: Goods undelivered after the 20th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd inst.

Agents. Hongkong, 13th April, 1901.

BUTTERFIELD & SWIRE,

STEAMSHIP "YARRA."

No Fire Insurance has been effected

COMPAGNIE DES MESSAGERIES Maritimes.

NOTICE.

**▲ TONSIGNEES** of Cargo in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Codowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whonce delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignossbefore 11 A.M. TO-DAY, the 11th inst, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 18th inst., at Noon. will be subject to rent and landing charges. All claims must be sent in to me on or before

the 18th inst., or they will not be recognized. All damaged packages will be examined on THURSDÄY, the 18th inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPRAUX.

Hongkong, 11th April, 1901

NOTICE TO CONSIGNEES FITHE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above named vessel-are hereby informed that their goods are being hunded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where

"COROMANDEL,"

each consignment will be sorted out Mark by-Mark and delivery can be obtained as soon as This Vessel brings on Cargo: -

From London, ex s.s. Rome. From Persian Gulf, ex s.s. Krandella and Optional goods will be funded here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent. No Fire Insurance will ! • effected by me in any case whatever. . All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within

ten days after the vessel's arrival here, after [941 | which no claims will be recognised. H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

NOTICE TO CONSIGNEES. S.S. "LOWTHER CASTLE."

FROM NEW YORK. ONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the Chelydra. All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godowa Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining un delivered after the 19th inst., will be subject to rent. All Claims against the Steamer must be pre-

sented to the Undersigned on or-before-the 19th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns. where they will be examined on the 19th inst., at 3 P.M.

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Hongkong, 10th April, 1901.

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LONDON, &c., VIA PORTS OF CALL LONDON LONDON VIA MANILA	The state of the s	L. M. Wibmer, E.N.B.	P. & O. S. N. Co. BUTTERFIELD & SWIRE BUTTERFIELD & SWIRE BUTTERFIELD & SWIRE	On 18th inst. On 30th inst. ST.
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ARRIVALS.  April 14, Burnside, American etr., 1,400, A. H. Laffin, Manila 11th April, Cable.—  Government.  April 14, Charles Rogier, Belgian etr., 1,291, Ch. Herfurth, Saigon 9th April, Rice.—	AUSTRIAN LLOYD'S STEAM NAVIGA- TION COMPANY.  STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.	STE.	AM NAVIGATION CO	MPANY.
Bangkok 8th April, Rice.—CHINESE.  April 15, HAILAN, French str., 377, Merlees, Pakhoi and Hoihow 14th April, General.—  A. R. MARTY.  April 15, HOIHAO, French str., 509, Merlees, Heibow 14th April, Gene-	(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC POETS).  THE Company's Steamship  "TRIFFTE."	SHANGHAI AND JA- (CPAN LONDON, &c	W. Hayward, R.N.E. April. SOBRAON Noon, 27t	h } Freight or Passage.  th } Freight or Passage.  h } See Special Advertisement.
April 15, Szechuen, British str., 1,158, A. H. Hall, Wuhu and Chinkiang 10th April, General.—Butterfield & Swire.  April 15, Wosano, British str., 1,127, Johns, Wuhu 5th April, Rice.—Jardine, Ma-	Captain Mitis, will be despatched as above TO- DAY, the 16th inst.  Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.  For information as to Passage and Freight, apply to	LONDON	BALLAARAT About 27:  CANTON April.  C. F. Lockstone, R.N.R. May.  PASSENGER SEASON, I	Freight or Passage.
April 15, Zweena, British str., 546, Atherotek, Saigon 11th April, General,—Chinese.  April 15, Andalusia, German steamer, 5,441, Ehlers, Wilhelmshavin via Colombo 4th April.—Siemssen & Co. April 15, Ariake Maru, Jap. str., 2,193, T. Tasaka, Kutchinotzu 10th April, Coal.—		- Hongkong, 15th April.	For Further Particulars, H. A.	RITCHIE. Superintendent. [1]
M. B. Kaisha.  April 15, Fushun, British str., 1,500, W. H.  Lunt, Shanghai 12th April, General.—  Chinese.  April 15, Loongsang, British str., 1,092, G. S.  Weigall, Manila 12th April, Sugar.—  JARDINE, MATHESON & Co.  April 15, Suevia, German str., 5,009, Wagener,  Singapore	"AKASHI MARU,"  Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 17th April, at DAYLIGHT.	(THE JAI	PON YUSEN	
9th April, General.—Siemssen & Co. April 15, Dr. Hans Jerg Kier, Norw. str., 691, Larsen, Canton 15th April, General.— E. A. Trading Co., LD.	THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 3rd April, 1901. [18 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	STRANCERS.	PENANG, COLOMBO &	PORE, FRIDAY, 19th April, at PORT DAYLIGHT.
AT THE HARBOUR MASTER'S OFFICE.  15TH APRIL.  Ulysses, British str., for Shanghai.  Tantalus, British str., for Singapore.  Idomeneus, British str., for Singapore.  Szechuen, British str., for Canton.  Flandria, German str., for Canton.	FOR SINGAPORE, PENANG AND CALCUTTA.  "CHELYDRA," Captain Cox, will be despatched as above of THURSDAY, the 18th inst., at Noon.	S. Yoshizawa	NAGASAKI, KOBE and HAMA VICTORIA, B.C. AND SEA' U.S.A. VIA SHANGHAI, I MOJI and YOKOHAMA MOJI, KOBE and YOKOHA	YOKO- FRIDAY, 19th April, at Noon.  TTLE, FRIDAY, 19th April, at 4 P.M.  TUESDAY, 23rd April, at Noon.
Independent, German str., for Swatow.  Hainan, German str., for Chefoo.  Wongkut, German str., for Yap.  Taiyo Maru, Japanese str., for Chefoo.  DEPARTURES.  April 14, Lalpoora, British str., for Amaran April 14, Loyal, German str., for Java.	For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 12th April, 1901. [100] AUSTRIAN LLOYD'S STEAM NAVIGA 'TION COMPANY.	YAWATA MARU A. E. Moses	BOMBAY, VIA SINGAPOR COLOMBO SYDNEY and MELBOURI MANILA, THURSDAY IS: TOWNSVILLE and BEIS	E and FRIDAY, 20th April, at NOON.  NE. via FRIDAY, 26th April, at LAND, 4'P.M.
April 14. Taichiow, German str., for Swatow. April 15. Goliath, British battleship, for Shanghai. April 15, Ulysses, British str., for Shanghai. April 15, Szechukn, British str., for Canton. April 15, Flandkia, German str., for Canton. April 15, Lizard, British gunboat, for Canton.	"GISELA,"  Captain Mosca, will leave for the above place on SATURDAY, the 20th inst., r.M.  For Freight or Passage, apply to	United States, Canada, a Atlantic Steamers. For further informates Local Branch Office at Pro-	nd Europe, in connection with the tion as to Freight, Passage, Sai rince's Building, First Floor, Chat	ued for the Principal Cities in the Great Northeen Railway and lings, &c., apply at the Company or Road.  A. S. MIHARA,  Manager.
VESSELS IN DOCK.  ABERDEEN DOCKS.—Luzon.  KOWLOON DOCKS.—U.S.S. Isla de Luzon,  U.S.S. Bennington, U.S.S. Yorktown, Hanoi,  Ilicos, Lung Tsing, Hangchow, Clavering, Ping- suey, Compania de Filipine, H.M.S. Ocean, Styr,  Shantung, Kweiyang, Burnside, Argus, Strath-	SANDER, WIELER & Co.,  Agents.  Hongkong, 15th April, 1901.  THE OSAKA SHOSEN KAISHA,  LIMITED.  FOR TAMSUI VIA SWATOW AND		RTHERN P STEAMSHIP	ACIFIC
Cosmopolitan Dock.—U.S.S. Concord, Colonies, Perlo, Petriana, Tartar.  SHIPPING REPORTS.  The British steamer Fushun, from Shanghai 12th April, had light variable winds, calms and	"MAIDZURU MARU,"  Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 21st inst.  For Freight or Passage, apply to	INLAND	SAILINGS FROM HONGKO SEA OF JAPAN, KOBE FOR VICTORIA, B.C., AND	
The Belgian steamer Charles Rogier, from Saigon 9th April, had fine, clear weather and light easterly wind.  The British steamer Leongsang, from Manile 12th April, had light northerly breezes, hazy and smooth sea, thick fog in the proxi-	Honckeng, 15th April, 1901. [1] THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.	17 NOR!	THERN PACIFIC RAILWA	

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, CONTINENTAL AND

AMERICAN PORTS.

"SOBRAON,"

Captain L. M. Wibmer, R.N.R., carrying His

Majesty's Mails, will be despatched from this for

Marseilles and London on SATURDAY, the

27th April at Noon, taking passengers and

P.M. the day before sailing. The contents and

Shippers are particularly requested to note

H. A. BITCHIE.

Superintendent.

the terms and conditions of the Company's

conveyed direct without transhipment.

value of all packages are required.

For further particulars, apply to

Hongkong, 15th April 1901.

All Cargo for Marseilles and London will be

HE Steamship

Bills of Lading.

cargo for the above ports.

The British steamer Wosang, from Wuhu 5th

April, had light variable winds and cloudy with

occasional rain from Steep Island to Lamocks.

From Lamocks to Breaker Point dense fog;

thence to port light variable airs and hazy.

On 14th spoke Kwongsang, off Pedro Blance, from Hongkong for the North.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,

THE Imperial German Mail Steamship

HIOGO AND YOKOHAMA.

PRINZ HEINRICH."

OF THE NORDDEUTSCHEE LLOYD,

Captain R. Heintze, due here with the outward

German Mail about TUESDAY EVENING,

the 16th inst., will leave for the above places

For further Particulars, apply to MELCHERS & CO.,

NORDDEUTSCHER LLOYD.

about 21 hours after arrival.

Hongkong, 18th April, 1901.

weather and smooth sea, thick fog in the proxi-

mity of Waglan.

# A. S. MIHARA, Manager. CIFIC

	NORT	HERN	PACIFIC	RAILWAY COMPAN	Υ.	-
	Steamer.	- 1	Tons.	Captain.	Proposed S	Jaili:
PIA		******	. 2,837	J. Truebridge	April 2	6th

OLYMPIA       2,837       J. Truebridge       April 26th         TACOMA       2,811       A. Dixon       May 17th         VICTORIA       3,502       J. Panton       May 28th         DUKE OF FIFE       3,821       J. S. Cox       June 7th		. '1			
TACOMA	OLYMPIA		2.837	J. Truebridge	
DUKE OF FIFE	TACOMA		2.811	A Diron	May 17th
TORKE OF TIME	VICTORIA		3,502 3,891		June 7th
	DUKE OF FIFE		O, CALL		

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52. Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is ettached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Moun-Parcels will be received at this Office until 4. TAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application.

A Special rate allowed to members of Government Sorvice.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED.

Hongkeng, 16th April, 1831

HAMBURG-AMERIKA LINES STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGADS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRESCRAL PLACE
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO MINTERATION * KONIG ALBERT HAMBURG (Hamburg-Amerika Linie) THURSDAY THURSDAY, THURSDAY ... THURSDAY. HAMBURG (Hamburg-Amerika Linie) KIAUTSCHOU (Hamburg-Amerika Linis) ... WEDNESDAY

* Calling at Amsterdam. ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamhlip KONIG-ALBERT." of the Nondeutschen Lloyd Captain O. Cappers, with MAILS, PAS-SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 15th April, Cargo and Specie

will be received on Board until 5 P.M. on Tuesday, the 16th April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 16th April Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELOHERS & CO., AGENTS.

Hongkong, 4th April, 1901.

# CANADIAN PACIFIC RAILWAY CO.S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA. JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES: CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. SAFETY. Twin Screw Steamships -6,000 Tons-10,000 Horse-Power Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). "EMPRESS OF INDIA"... Comdr. O. P. Marshall, B.N.E. WEDNESDAY, 24th April 1901 EMPRESS OF JAPAN"... Comdr. H. Pybus, B.N.R...... WEDNESDAY, 15th May, 1901 EMPRESS OF CHINA". Comdr. R. Archibald, R.N.R. WELNESDAY, 5th June, 1901

THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trace Painto yourney and make connection at Vancouver with the PALATIAL TRANS. CONTRACTOR ATMS of the CANADIAN PACIFIC RAILWAY, which leave unit, and ches the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Chose connection is made at Montreal, Quebec, Halifax, New York and Hoston with all Trans Atlantic Lines which passengers to Great Britain and the Continent are given choice of Passengers Booked through to all principal points and AROUND THE WORLD. Return lickets to various points at reduced rates, Good for 4, 6, 0, and 12 months

SPECIAL RATES (First class only) granted to Missionarias Members of the Naval. Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL. TRAINS (the Company having received the highest award for same abrecent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND TAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Chisine are unexcelled.

For further information, Maps. Guide Books, Rates of Passage, &c., apply to

> D. E. BROWN, General Agent, Pelders Street.

Hongkong, 4th April, 1901

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE. BATAVIA SAIGON, COLOMBO, BOMBAY, ADEN, EGYPT. MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX,

ALSO-PORTS OF BRAZIL AND RIVERPLATE

N MONDAY, the 22nd April, 1901, at 1 P.M., the Company's Steamship "OCEANIEN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port 8.8. STEATEGYLE"....... On 20th April. on the 4th May, direct to Suez, Port Said

and Marseilles. Cargo and Specie will be registered for Lontransit through Marseilles for the principal YOKOHAMA on 20th April places of Europe. Shipping Orders will be granted till Noon, in the United States.

Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 21st the day previous to sailing. Parcel Packages. tents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 10th April, 1901. CANADIAN RAILWAY PACIFIC COMPANYS

ROYAL MAIL STEAMSHIP LINE:

THE FAST ROUTE BETWEEN CHINA JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES. THE Company's Steamship

"TARTAR," (4.425 Tons).

Hougkong on or about WEDNESDAY, the Hongkong Harbours 1st May, 1901, taking Passengers and Cargo Apolips Osaic, American ship Americans. For VICTORIA and VANCOUVER, B.C. Standard Cil Co. (VIA INLAND SEA, KOBE and YORO- CLAVERING, British #2, J. Barker, Dodwall HAMA).

Making close connection at Vancouver with Compania De Bilippa, Ame at D. Migus the Canadian Pacific Railway for all points in Orts -- Brandso & Co. For Preight or Lineage, apply to DE BROWN

Hongkong, 5th April, 1991.

STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE. RAILROAD CO.

PROPOSED SAILINGS PROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU: TAKING CARGO AND PASSENGERS.

TO JAPAN PORTS AND HONOLULU THE UNITED STATES. MEXICO, CENTRAL AND SOUTH

AMERICA, &C.

THE Steamship "STRATHGYLE" will be despetched for SAN DIEGO and don as well as for Marseilles, and accepted in SAN FRANCISCO VIA MOJI, KOBE and Through Bills of Leding issued to any point. Cargo will be received on board until 5 P.M.:

April. (Parcels are not to be sent on board; will be received at the Office intil the same they must be left at the Agency's Oflice.) Con-time. All parcels should be marked to address in full. Value of same is required. Consular Invokce, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, Ban Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE. Arenta.

Hongkong, Chine and Japan.

NOT RESPONSIBLE FOR DEBTS

Hongkong, 16th April, 1901.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crown Captain G. D. Bowles, R.N.R., will leave of the following Vessels during their stay in

& Co., Ltd. Lastern Canada, the United States and Entope. Louise J. KENNY, Amr. sch., A. H. Olsen. PERSONERY, British bark, R. B. Munro. General Agent Houghour --- Chinese. 1882 SEL WITCH, American skip, Howes.-Muster

#### VESSELS ON THE BERTH. OUTWARDS. STEAMERS FROM GLASGOW and LIVERPOOL .. "CALCHAS" "DARDANUS"..... GLASGOW and LIVERPOOL. HOMEWARDS. TO SAIL STEAMERS "IDOMENEUS" ..... On 16th April. "AGAMEMNON" ..... On 19th April. LONDON VIA MANILA AJAX" On 30th April. "ANTENOR" ..... On 14th May. LIVERPOOL ..... On 15th May. (Taking Cango at London Bates). The S.S. "ULYSSES," arrived on Saturday morning from GLASGOW and LIVERPOOI and wil sail for SHANGHAI and JAPAN to-night. For Freight, apply to BUTTERFIELD & SWIRE. AGENTS O. S. S. Co. Hongkong, 15th April 1901. NAVIGATI LIMITED. **STEAMERS** On 19th April "HUNAN"..... * PORT DARWIN THURSDAY ISLAND COOKTOWN, TOWN-"TSINAN" On 23rd April. SVILLE, BRISBANE, SYDNEY and MELBOURNE * The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight	or Passage, apply to—
Hongkong, 16th April, 1901.	BUTTERFIELD & SWIRE, AGENTS.   16
FOR NEW YORK VIA PORTS AND SUEZ	TOYO KISEN KAISHA.
With Liberty to Call at MANILA.  THE Steamship  "RICHMOND CASTLE" will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATHAN." FERNDENE, and "LOWTHER CASTLE.",  For Freight, apply to DODWELL & CO., LD.,  Agents.  Hongkong. 8th April 1901. [3291]	TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.  PROPOSED SAILINGS FROM HONGKONG.  AMERICA MARU (via) Shanghai, Nagasaki, Tuesday, April 23 Kobe, Inland Sea, Yo- kohama, and Honolulu) Hongkong Maru (via) Shanghai, Nagasaki, Thursday, May 16 Kobe, Inland Sea, Yo- kohama, and Honolulu) Nippon Maru (via)

LIMITED. kohama, and Honolulu) FOR FOOCHOW WILL SWALOW AND THE Twin Screw Steamship THE Company's Stramphip "AMERICA MARU" will be despatched for SAN FRANCISCO "ANPING MARU, VIA SHANGHAI, NAGASAKI, KOBE, Captain S. Atsumi. will be despatched for the INLAND SEA, YOKOHAMA, and HONOabove ports on WEDNESDAY the Still on TUESDAY, the 23rd April, April, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, 1901, at Noor, taking Freight and Passengers for Japan, the United States, and

THE OSAKA SHOSEN KAISHA,

TO JAPAN, THE UNITED.

OVERLAND RAILWAYS AND

STHAMERS.

HONOLULU.

PROPOSED SAILINGS PROM HONGKONG.

VINIE Company's Steamship "GAELIC"

CISCO VIA SHANGHAI, NAGASAKI,

KOBE. INLAND SEA. YOKOHAMA, and

HONOLULU on TUESDAY, the 7th

Steamers of this line pass through the IN

LAND SEA OF JAPAN and call at HONO

their journey at any point en route.

LULU and passengers are allowed to break

Through Passenger Tickets granted to Eng-

lines of Steamers and to the principal cities of

the United States or Canada. Rates and parti-

culars of the various Routes may be obtained

count of 10 per cent. This allowance does not

apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to

address in full; and same will be received at the

Company's Office until Free P.M. the day pre-

GEORGE ECKLEY,

Acting Agent.

Government officials and their families.

will be despatched for SAN FRAN

and Honolulu)

DORIC (vis Shang-)

and Honolulu) ......

and Honolulu)

May, 1901, at Noon.

upon application:

vious to sailing.

San Francisco.

Queen's Building.

Hongkong, 15th April, 1901.

Hongkong, 10th April, 1901. Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULU, and Passengers are allowed to break OCCIDENTAL AND ORIENTAL their journey at any point en route. STEAMSHIP COMPANY.

NIPPON MARU (via

Kobe, Inland Sea, Yo-

Shanghai, Nagasaki, (Tuesday, June 11

1901, at Noon.

Through Passage Tickets granted to Eng. TAKING CARGO AND PASSENGERS land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of MEXICO, CENTRAL AND SOUTH the United States or Canada. Rates may be obtained on application. AMERICA, AND BURDPE, VIA THE

Passengers holding through ORDERS TO ATLANTIC AND OTHER CONNECTING FUROPE have the choice of Overland Rail rcutes from San Francisco, including the VIA INLAND SEA OF JAPAN AND SOUTHERN PACIFIC, CENTRAL PACIFIC, Agamemnon, Brit. str., 4,461, Nish, April 13, UNION PACIFIC, DENVER AND RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC BAILWAY on payment of 24 in addition to the regular tariff rate.

GAELIC (via Shanghai, ) Nagasaki, Kobe, In- / Tuesday, May land See Yokohama 1901 at Noon. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of hai, Nagasaki, Kobe, SATURDAY, June the SOUTHERN PACIFIC, CENTRAL PACIFIC, Inland Sea, Yokohama (1901, at Noos. UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Copric (vin Shanghai, ) Nagasaki, Kobs, In- Thursday, June 27, Chicago to destination the choice of direct lines. land Sea, Yokohama 1 1901, at Noon.

Partionlars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havena, Trinidad, and Demerars, and to ports in Mexico, Central and South America, by the land. France, and Germany by all trans-Atlantic Company's and connecting Steamers.

Freight will be received on board until 4 P.M the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to Special rates (first-class only) are granted to address in full; value of same is required.

Missionaries, members of the Naval, Military, Cozsular Invoices to accompany Cargo des-Diplomatic, and Civil Services, to European tined to points beyond San Francisco in the officials in service of Chine and Japan, and to United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. Passengers who have paid full fere, re-embark- For further information as to passage and ing at San Francisco for China or Japan (or Freight, apply to the Agency of the Company,

vice-versa) within one year, will be allowed dis- Queen's Building: GEORGE ECKLEY. Acting Agent. Hongkong, 29th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in OHINA and JAPAN for the above Line Consular Invoices to accompany Cargo des- are prepared to issue THROUGH BILLS tined to points beyond San Francisco in the OF LADING for all the principal ports in Idzumi Maru, Jap. str., 2,301, Curnow, April 2, United States should be sent to the Company's South Arrica, in connection with INDO-Offices, saidressed to the Collector of Customs, China Stram Navigation Co.'s fortnightly Ilicos, American steamer, 83, Pou, May. 20, service hence to CALCUTTA Sailings from For further information as to Freight or CALCUTTA for CAPE PORTS every fortnight.

Passage apply to the Agency of the Company. For Freight and further particulars, DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

vessels on the berth U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. CITY OF PEKING (via) S'hai, Nagasaki, Kobe, THUESDAY, Apr. Inland Sea, Yokohama, 30, 1901, at Noon. and Honolulu). CHINA (via Shanghai, Nagasaki, Kobe, In SATURDAY, May 25,

and Honolulu)..... (via Shanghai, Nagasa- (Tursdax, June 18, ki, Kobe, Inland Sea, (1901, at Noon. Y'hama and Honolulu

1901, at Noon.

land Sea, Yokohama,

PEKING will be desputched for SAN FRANCISCO, via SHANGHAI, NAGA-SAKI, KOBE, INLAND-SEA. YOKO-HAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon,

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rutes may be obtained on application.

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GEORGE ECKLEY, Acting Agent. Hongkong, 3rd April, 1901.

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HONGKONG. STEAMERS.

Butterfield & Swire Akashi Maru, Jap. str., 974, Sudzuki, April 13, Mitsui Bussan Kaisha America Maru, Jap. str., 6,210, Going, April 12. Toyo Kisen Kaisha Andalusia, German str., 5,441, Ehlers, April 15, Siemssen & Co

Apenrade. German str., 611, Lorenzen, April 1, Ariake Marn, Jap. str., 2,193, Tasaka, April 15, M. B. Kaisha Athenian, British str., 2,444, Mowatt, April 8,

Benlomond, Brit. str., 1,752, Hutton, April 13, Gibb, Livingston & Co Burnside, Amr. str., 1.400, Lafflin, April 14, U.S. Government Canton, British str., 1,110, Lawrence, April 13, Jardine. Matheson & Co

Chas. Rogier, Belgian str., 1,291, Herfurth, April 14, Dodwell & Co., Limited Chelydra. British steamer. 1,567, Cox. April 9, Jardine, Matheson & Co. China, German steamer, 1,113, Voss, April 15,

Siemssen & Co Clavering, British str., 2.255, Barker, Mar. 30, Dodwell & Co., Limited Compania de Filipina, Amr. str., 707, Orts,

April 3, Brandao & Co Daphne, German str., 1,290, Nissen, April 9, Siemssen & Co Diamante, British str., 1,225, Ramsay, April 14, Shewan. Tomes & Co

Dr. Hans Jerg Kier, Norw. str., 691, Larsen, April 11, East Asiatic Trading Co., Ld. Eva. German steamer, 2,032, Peterson, April 7, Arnhold, Karberg & Co Fushun. British steamer, 1,500, Lunt, April 15,

Hailan, French steamer, 377, Merlees, April 15 A. R. Marty Hailoong, British str., 783, Bathurst, April 14, Douglas Lapraik & Co Hangchow, British str., 999, Pearce, Mar. 21,

Butterfield & Swire Hanoi, French steamer, 768, Pannier, Mar. 20, A. R. Marty Hinsang, British steamer, 1,536, Lake, April 5

Jardine, Matheson & Co Hoihao, French str., 509, Merlees, April 15, A. R. Marty Idomeneus, British str., 4,293, Riley, April 14, Butterfield & Swire

Nippon Yusen Kaisha A. R. Marty Independent, German str., 871, Holtz, April 1

Kweiyang, Brit. str., 1,062, Onterbridge, April 4. Butterfield & Swire Loongsang, British str., 1,080, Weigall, April 15, Jardine, Matheson & Co

Loosek, German str., 1,020, Jackson, April 10, Butterfield & Swire Marie Johsen, Ger. str., 1,700, Hemmert, April 14. Jehsen & Co

Perla, British steamer, 1.284, Almond, Mar. 24, Shewan, Tomes & Co Petrarch, German str., 1,252, Uecker, Mar. 24, Melchers & Co Petriana, British str., 900, Snape, Mar. 25,

Arnhold, Karberg & Co Pingsuey, British str., 4,149, Pernell, April 7, Jardine, Matheson & Co Pronto, German str., 632, Grandt, April 14, Siemssen & Co Shantung, British steamer, 1,835, Quail, April 2, Butterfield & Swire

Skarpsno, Norw. str., 1,130, Tallefsen, April 11, T. M. Stevens Skuld. Norwegian str., 913, Berbom, April 12, Strathgyle, British str., 3,284, Gordon, April 5, Butterfield & Swire

Suevia, German str., 5,009, Wagener, April 15,

Siomssen & Co Sullberg, German str., 782, Jessen, April 12, Siemssen & Co Taigo-Maru, Jap. str., 763, Kakimi, April 12, Taishun, Amr. str., 1,216, Patterson, April 8,

Taiton Maru, Jap. str., 2,009, Hirai, April 13, Mitsul Bussan Kaisha Tantalus, British str., 2,281, Gregory, April 14, Butterfield & Swire

Tartar, British steamer, 2,768, Bowles, April 4, Thaias, British steamer, 320, Robson, April 14, Penglas Lapraik & Co. Thyra, British str., 2,244, Dunning. April 9,

Trieste, Austrian str., 3,023, Mitis, April 14, Sander, Wieler & Co Wongkoi, German str., 1,115, Muhle, April 11, Wosang, British str., 1,127, Johns, April 15, Jardine, Matheson & Co

Zweene, British str., 946, Ainsworth, April 15. SAILING VESSELS. Adolph Obrig, Amr. ship. 1,262, Amesbury, Dec. 19. Standard Oil Co Hattie C. Smith, Amr. schr., 45, Riley, Feb. 24,

Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co Louise J. Kenny, Amr. schr., 155, Olsen, Mar. Luzen, Amr. 4-m. schr., 512, Anderson, Mar. 31

Holliday, Wise & Co Madagascar, British 4-m. bark, 1,997, Smith, Mar. 4, Standard Oil Co Paul River, Amr. ship, 1,641, Wilson, Feb. 20, Standard Oil Co President, British bark, 766, Munro, April 3, Sea Witch. Amr. ship, 1,172, Howes, Feb. 21,

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POST OF	FICE NOTICE	S.	JOINT STOC
The Manual Andia, with the Canadian Ma	いいじょうしょう 答り しょうしょ あいかつ		
p.m., and may be expected note to-day.	1 of the 18th March,	left Bingapore on Friday, the	Eauks-
The Print Hentrich, with the expected here to 12th inst., at 2 p.m., and may be expected here to 22nd The Indus, with the French Mail of the 22nd 5 s.m., and may be expected here on or about Mos., and may be expected here on 18th February 1900 and 1900 Hongkong on 18th February 1900 and 190	And the second s	All and the second of the seco	Hongkong & S'ha
5 s.m., and may be expected here on 16th February and 16th Februar	vill CLOSE.		China & Japan, ordy Do, deferred
DIRLIA .	PER	DAY AND HOUR.	Natl. Hank of China A. Shares
Cobu	- Vidae	Tuesday, 16th, 10.00-A.M. Tuesday, 16th, 11.00 A.M.	B. Smares
Singapore	Diamante	Tuesday, 16th, 11.00 a.m. Tuesday, 16th, 11.00 a.m.	Boll's Asbestos E. A
Hollow, Singapore and Foochew	Thales	Tnesday, 16th, 11.00 A.M.	Power Co., Ld
Macao	Hingsung	Tuesday, 16th, 3.00 P.M.	China Sugar
Haiphong	Sulberg	Tuesday, 16th, 4.00 P.M.	Alhambra, Limited
Kumchuk and Bamsaul	Paoting	Tuesday, 16th, 4.00 P.M.	Hersiana, Limited
Cantol	Akashi Maru	Tuesday, 16th, 5.00 P.M. Wednesday, 17th, 9.00 P.M.	Corton Mills-
Swatow, Amoy and Anping Haiphong	Hotado	Wednesday, 17th, Registration 10.00 A.M.	international
EUROPE, &c., India via Tuticoria	Konig Albert	1 1900 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Soychee
EUROPE, &C:, India via Lucioccia		Letters 11.00 A.M.	Hongkong
Singapore, Colombo and Bombay	Tricste	Wednesday, 17th, 1.00 P.M. Wednesday, 17th, 5.00 P.M.	Green Island Cement.
Takao	Candia	Thursday, 18th, 9.00 A.M. Thursday, 18th, 11.00 A.M.	Hongkong & C. Gas
Singapore, Penang and Calcutta	Agamemnon	Friday, 19th, 11.00 A.M	.   Hongkong Electric
Manila	Hunna	Friday, 19th, 4.00 P.M. Saturday, 20th, 3.00 P.M.	Hk. Steam Water- 1
Yokohama and Kobe Kobe, Yokohama, San Diego and San Francis	see Strathgyle	Saturday, 20th, 5.00 P.M. Monday, 22nd,	Hongkong Hotel
		Registration 10.00 A.M	.   Hongkong Rope
EUBOPE, &c., India via Tuticerin		(Registration, with late fee of 10 cents, up to	e H. & W. Dock
Postage 10 cents)	7	10.45 A.M.) Papers 10.30 A.M	Canton
		Tuesday, 23rd,	Hongkong Fire
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA HONOLULU and SAN PHANCISCO	America Maru	Registration 10.00 A.M. (Registration with lat	Straits
(Supplementary man on the mail		10.45 A.M.	Land and Building-
Extra Postage IV contra Thursday Island	1.1	Letters 11.00 A.N	Humphreys Estate
Manila, Port Darwin, Brisbane, Sydne, Cooktown, Townsville, Brisbane, Sydne, and Melbourne	Y   Teinan		Kowloon Land & B. West Point Building Luzon Sugar
TORE YOKOHAMA	¹	Wednesday, 24th. Registration 10.00 A.A (Registration, with lat	d. Mining—
VICTORIA and VANCOUVER, B.C.  (Supplementary mail on board up to the time fixed for departure of the mail. Extr	$ e\rangle$   Empress of India	fee of 10 cents, up t 10.45 A.M.)	Gt. Estn. & C'donian Do. Preference
Postage 10 cents.)	٠ الـ ٠	Letters	. Ancer a mines' nor
		Circulars 8.00 A.7 Registration 10.00 A.2	Olivers Mines, A Do. B Punjom
EUROPE, &c., India via Tuticorin		Registration. with la	bo. Preference
tage 10 cents)	)	10.45 P.M.)	M. Oriente Hotel, Masila
Kobe, Yokohama, Vancouver and Victoria, I	B.C. Tortor	Letters	
TO-DAY.	THI	CANADIAN MAIL.	China and Manila ed China Mutual Pref
Public Auction, Sundry Goods, Sales 1500	at Shanghai at	teamer Empress of India arrive (30 a.m., on Saturday, the 13 gain at 3 p.m. same day f	th   China Ordinary
General Meeting of Shareholders, Oli Freehold Mines, Ld., 38 and 40, Queen's R		ere she is due to arrive at 8 a.n	H., Canton and M
Public Auction, Curios, &c., Sales Roc		K FRENCH MAIL. steamer Indus, with the ne	xt ShellTransport and
2 p.m., G. P. Lummert. Stores, Com-	mis. French mail, le	ft Singapore on the 15th inst., is port via Saigon.	at Star Ferry
sariat Depot Genown, 2.50 plant, 2205	TT.	HE INDIAN MAIL.  Lightning, from Calcutta, le	oft United Asbestos
Lecture on "Missions," by Mr. Alex. Missions, by Mr. Alex. Missions, by Mr. Alex. Missions, by Mr. Alex. Missions, Brough Comedy Company, City Hall, 9 pages 1865.		this port on the afternoon of t	Wanchai Warohouse
Tyranny of Tears. MORROW.	The P. M. st	E AMERICAN MAIL.	Watkins, Ld
Public Auction, Household Farniture Ormsby Terrace, Kowloon, 2.45 p.m., G	· · · · · · · · · · · · · · · · · · ·	Francisco to the 23rd ult. Trived at Yokohama, and left inday morning, the 15th inst.	for   Go., Ltd
Lammert. Destauration of Fores	hore, Inland Sea, Ko	be, Nagasaki and Shanghai. . steamer Hongkong Mora, wi	VEI
Chamber of Commerce Room, City 11th.	mails, &c., left	San Francisco for this port ohama, Inland Sea, Kobe, Nag	VI8
COMMERCIAL.	saki and Shang	hai on the 9th inst. steamer Gaelic, with mails, 5	
CLOSING QUOTATIONS.	left San Fran	cisco for this port via Honolu land Sea, Kobe, Nagasaki s	ilu, i cumi co cer
On London —	Shanghai on the	ie 30th ult. Erchant steamers.	
Telegraphic Transfer	8 I lian Line) left	. steamer Kasuga Maru (Aust Manila for this port on 14th in	st, ETATION, E
Bank Bills, at 30 days' sight	The N. Y. I	to arrive here on the 16th in steamer Sanuki Maru (Eu	
Credits, at 4 months' sight	is the morning	ft Shimonoseki for this port of 13th inst., and is expected the 17th inst.	l to Vaivostock 2 p.
On Paris.— Bank Bills, on demand 2.45 Credits, at 4 months sight 2.49	The O. S. S	the 17th inst steamer Calchus left Singap h inst., and is due in Hongko	oze kocui " mg Nagasaki "
On Germany.— On demand	on the 19th in		Mingoshimu "
ON NEW YORK.—  Rank Bills, on demand	(Bombay Line	e) left Bombay via Singapore	for Taichu "
Oredita, 60 days sight489	arrive here on The P. & O.		rescuiores ,
Telegraphic Transfer	this port on th		Starn Penk
ON CALCUTTA.— Telegraphic Transfer	Yokohama for The N. P.	Hongkong on the 2nd inst. steamer Olympia sailed fi	rom Canton
Bank, on demand	Yokohama for The N. P.	Hougkong on the 4th inst. steamer Glenshiel sniled for	rom Vic. a Peak ,
Bank, at sight	Tacoma for J	apun and Hougkong on the 2	5th Gap wock "

THE	WEATHER.	
T 1117	W MARKITHE	

CHINA COAST METEOROLOGICAL MEGISTER, 14th APRIL, P.M.

and is expected to arrive here on the 16th inst.	STATION.	3 _ 7	5 F	- <b>골</b> 4 )	8 ¢	⊊ੋ∤	<u> </u>	
and is expected to arrive here on the rotal men.	·	hanop red. t level		2	<b>43</b> :	Ξ∮	<b>≟</b>	M
The N. Y. K. steamer Sanuki Maru (Euro-		<u> </u>	1-1-1	!		<u> </u>	<u> </u>	
pean Line) left Shimonoseki for this port on	Tra Ti a a A a A a A a A a	- 1 en :0	1 ** 1	1	<u>_</u>		· ]	M
the morning of 13th inst., and is expected to	Vaivostock 2	- 15.45	21	_	В		1	M
arrive here on the 17th inst.	Tokyo "			-		- i	_	M
The O. S. S. steamer Calches left Singapore	Koem	30.15	1.		SE			M
at noon on 14th inst., and is due in Hongkong		29.95			E	•		M
on the 19th inst.		, 29.99			•			M
The N. Y. K. steamer Hiroshima Moru	Tamonu 1					_ 1		
(Bombay Line) left Bombay via Singapore for	Tarchu		,		XW	- 1	- 1	٠.
this port on the 3rd inst., and is expected to	- Landn		-			ᆗ	=-1	M
arrive here on the 21st inst.	Koshun			·		6		M
The P. & O. steamer . tentsin left Bombay for		,   29.93				4	_ [	L
The I, a C, seemet / this is the south		p.   29.91		-03			om	М
this port on the 10th inst.	•	29.78			NZ	•	. f	112
The N. P. steamer Buckingham sailed from	Amoy		• :	.82	1 .	4	3	
Yokohama for Hongkong on the 2nd inst.	Swatow		1 ) ;		I	1	ا ۾ ٿ	٨
The N. P. steamer Olympia sailed from	Canton		., ,		PK .	<u>                                   </u>	0	B
Yokohama for Hongkong on the 4th inst.	Hongkong 4	p. 29.82		82		U	U I	L
The N. P. steamer Glenshiel sailed from		,   <u> </u>	` <b> </b>		837	2		F
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The N. P. steamer Tucoma sailed from Tacoma	110ilo	29.33	85		E	- 11	<b>b</b>	]
for Japan and Hongkong on the 9th inst.	Copu	29.83	80		N	4	Ъ	r
	C. S. James .		<u> </u>	<b> </b>	Ì		_	T
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STEAMERS PASSED THE CANAL.	177.3:		_		· . ·.			11
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Outwarp,—let Mar.—Kobe, 5th Mar.—Deabighshire, Cymbeline, Grosmont, Ferndenc. 8th Mar.—Dagfred, Teresa, Sheikh. 12th Mar.—Java, Irene, Arneld, Leugken. Polarstjernen. 15th Mar.—Socotra, Gisela, Benalder, Hillglen. 19th Mar.—Prometheus. 22nd Mar.—Ceylon, Calchas, Segov, Benvoirlich, Germanicus. 20th Mar.—Frinz Heinrich, Kostroma, Masconomo. 29th Mar.—Indus, Shinano Maru, Indrani. 2nd April.—Ambria, Claverdon, Sutherland, Oslo. 4th April.—Orel, Bardanus. 9th April—Oak Branch, Glenartney, Glenturret, Wittenberg, Japan, Claverley, Preussen, Ranza, Gloucester City. Homeward.—19th Mar.—Kanagawa Maru. 22nd Mar.—Shanghai. 26th Mar.—Alcinous. 2nd April.—Kiautschou. 4th April. —Ixion, Malacca. 9th April.—H. H. Meier, Kawachi Maru, Coningsby. Abrivals at Home.—9th April.—Glaucus, Tonkin, Glamorganshire.	Tokyo Kocsi Nagasaki Kagoshima Tamasu Tamasu Taman Koshun Pescadores Gutzlaff Sharp Peak Amoy Swatow Canton Hongkong Victia Peak Gap Rock Macao Haiphong Tamala Malate 9 Bacolod Hoilo Cebu	a. 30.00 a. 29.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90 20.90	38 	8	N E E E E E E E E E E E E E E E E E E E	232401 00111 162		
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INSURANCES SUN INSURANCE OF MOE, LONDON FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are pre-pared to ACCEPT RISKS against FIRE at Current Rates. SIEMSBEN & CO. Agents. Hongkong, 16th May, 1892. SALAMANDER FIRE INSURANCE. COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HOTZ, S'JACOB & CO. Hongkong, 2nd April, 1900. NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1899 £14,409,089. AUTHORISED CAPITAL ... £3,000,000 0

SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL .....

Current Rates. SHEWAN, TOMES & CO., Hongkong, 22nd June, 1900. TIRANSATLANTIC FIRE INSUR

ANCE COMPANY OF HAMBURG The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates

SIEMSBEN & CO., Agents. Hongkong, 16th November, 1872.

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Weir.

Per Loongsang, from Manila, Dr. and Mrs.

Albert left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-day.

The Imperial German mail steamer Prinz

The Imperial German mail steamer Prinz

The Imperial German mail steamer Prinz

The Imperial German mails with dates and three children, Lieut, C. Henon, Mr. and Mrs. Hopkins and three children, Lieut, C. Henon, Mr. and Mrs. Lieut, C. Henon, Mr. and Mrs. Cartying the German mails with dates from Berlin of the 18th uit, left Singapore on Friday, the 12th inst., at 2 p.m., and may be S. Wools R. Fremoult, and J. S. Jacks

Per Fushun, from Shanghai, Mr. and Miss

On the 18th up 12th and Per Fushun, from Shanghai, Mr. and Miss

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